

1/6 EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

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MANX CUP and CASTLETOWN
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Full Report and Pictures

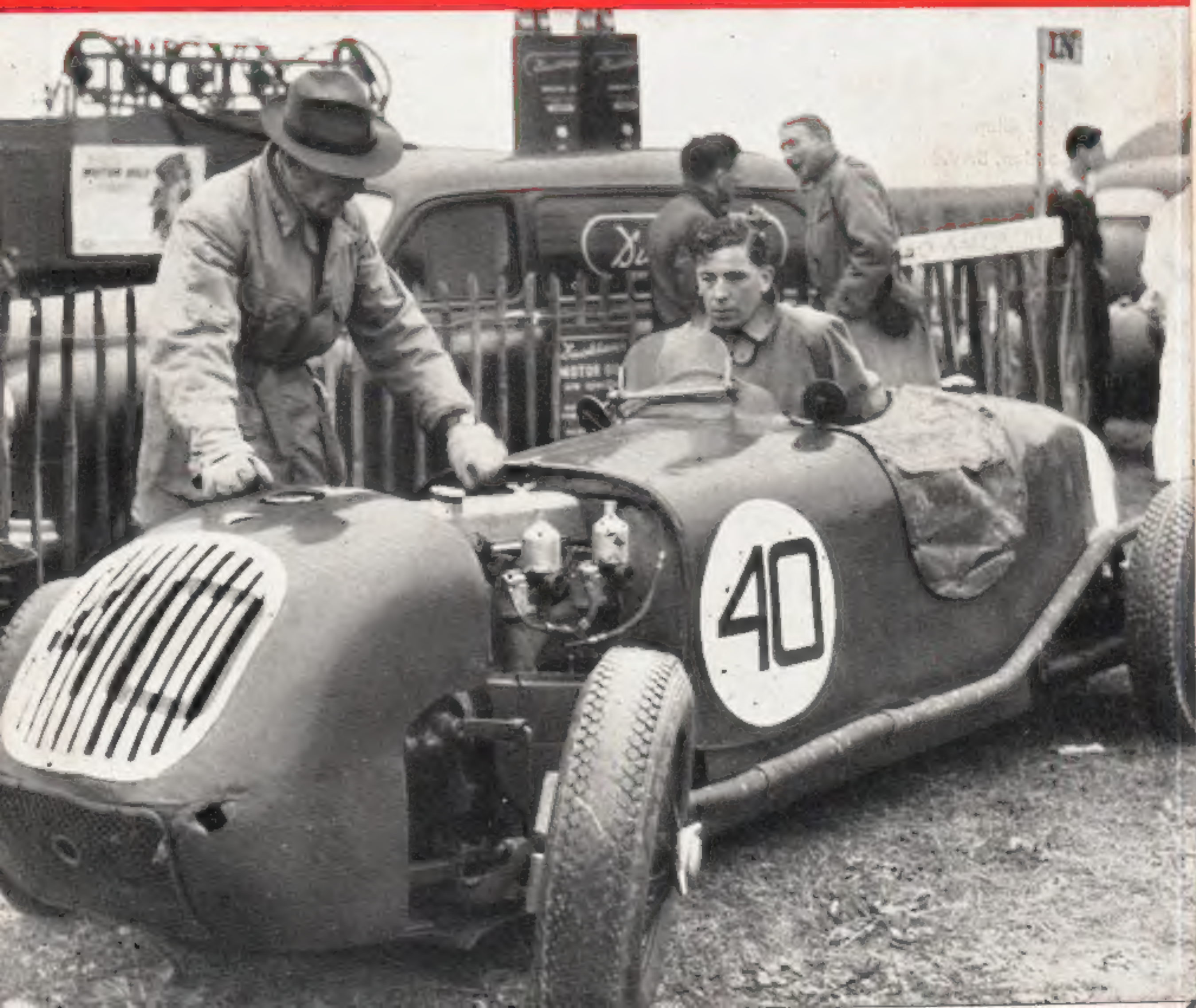
SHELSLEY WALSH—
A Brief History

CLUBMAN'S GOODWOOD

LES 24 HEURES DU MANS
Preview

John Bolster—Russell Lowry
John Dudley—Wilson McComb

Vol. 2 No. 25
June 22, 1951





WEST ESSEX 4.4. has put up £600 in prizes for the Boreham race meeting on 30th June.

NEXT WEEK'S issue will contain a fully-illustrated report of the Le Mans 24 Hours Race.

HONESTY: An R.A.C. Rally competitor paid £1 too much in error to John Duff & Sons, of Crief, for a repair to his car. The Scottish concern went to a great deal of trouble to find out his address from the R.A.C., and to forward the £1 note!

R.A.C. RALLY: In last week's issue, R.A. M. McKechnie who was a non-starter, was credited with the 1 min. 29 secs. put up by A. H. Hesp's Bristol at Rest-and-Be-Thankful. There also appears to be some doubt as to whether or not R. H. Hopkinson or Betty Haig put up the fastest M.G. (Open class) climb. Confirmed results have yet to be issued by the R.A.C.

BACKROOM BOYS—No. 3



Timekeeping runs in the family! A. L. (Ebby) Ebbelwhite, son of the late "A.V.", has been responsible for timing more events than he cares to remember.

Pit and Paddock

NORMAN CULPAN'S crash in the British Empire Trophy, I.O.M., has put him out of Le Mans. A.F.N., Ltd., tried all they knew to repair the car in time for scrutineering but to no avail. Culpan was a Rudge Cup qualifier.

STIRLING MOSS'S British Empire Trophy-winning Frazer-Nash is the property of S. G. Greene, and was the car loaned to John Bolster for a recent AUTOSPORT road test. The owner, as Squadron-Leader Greene, lost an arm during the war. So far this season, his score has been three "firsts" and two "seconds" in sprints.

ROUND THE WORLD Austin A40 Sports is expected to reach this country nine days ahead of schedule. In U.S.A. the crew averaged over 60 m.p.h. instead of the planned 40 m.p.h.

MANY READERS have requested the address of the makers of the clever Blackwell Mk. I and Mk. II Calculators. It is:—H.A.B. Blackwell, Thermo Metal House, Garston, Liverpool, 19.

BRIAN SHAW-TAYLOR'S acceptance with a Ferrari at Rheims for the Grand Prix d'Europe marks his first appearance abroad in a Formula 1 event.

SILVERSTONE, on 14th July, will almost certainly see Alfa Romeo, Ferrari, Simca and Talbot entries for the British Grand Prix.

JOHN BRIERLEY, late of the "Hare and Hounds", is now mine host at the "Fleece Inn", Chichester. It is said that John moved so as the boys would be much nearer Goodwood. Anyway, there is always a welcome at "The Fleece" for folk who want to talk fast motor-cars!

"Autosport" 500c.c. Championship

Revised Placings as at 19th June

POSITIONS in the AUTOSPORT £200 British National 500 c.c. Drivers' Championship have had to be revised. Owing to the regulation requiring the minimum number of starters in any race to be six, no points can be claimed for the Ulster A.C.'s five-lap event at Dundrod on 2nd June. Consequently, Peter Collins (J.B.S.) and Norman Pugh (Cooper) lose seven points and three points respectively. Also, Don Gray's name was omitted in error from the table, although he was one of the early entrants. The Cooper driver gained seven points for winning the *Daily Telegraph* International Trophy race last month at Brands Hatch (40 miles), and two points for runner-up in another race.

Forthcoming events counting towards the Championship are:—Brands Hatch (23rd June), Boreham (30th June), Midlands M.E.C. Silverstone (30th June), Darlington Croft Races (7th July), Aberdeen Crimond Races (8th July), R.A.C. Silverstone

(14th July), Gamston (21st July), Winfield (21st July).

Name	Car	Pts.
1. Eric Brandon	Cooper	29
2. Alan Brown	Cooper	22
3. Don Gray	Cooper	9
4. Don Parker	J.B.S.	8
5. Clive Lones	Iota	6
Jack Moor	Wasp*	6
6. Peter Collins	J.B.S.	5
H. L. Williams	Cooper	5
7. D. A. Clarke	Cooper	4
Bob Gerard	Cooper	4
Alan Rogers	Cooper	4
W. Webb	Cooper	4
C. D. Headland	Cooper	4
8. Paul Emery	Emeryson	3
Ken Wharton	Cooper	3
Bill Whitehouse	Cooper	3
Ray Merrick	Cooper	3
Mick Beardshaw	Cooper	3
Austen May	Cooper	3
9. Curly Dryden	J.B.S.	2
Norman Pugh	Cooper	2
Jack Westcott	Cooper	2
John Cooper	Cooper	2
Jack Reece	Cooper	2
10. Donald Beauman	Cooper	1
Basil de Lissa	Parker*	1
David Brake	Cooper	1

* Qualifies for non-series-built car award.

CLUBMAN'S GOODWOOD

**Crook (Frazer-Nash) Laps at 82.6
m.p.h.—Hawthorn (Riley) Wins
Two Races**

*(Left) Tony Crook (Frazer-Nash) about to
pass R. G. Whalen (Healey) in a 5-lap scratch
race.*

*(Below, left) P. M. Wilks (2½-litre Marauder)
and N. Powell (7-litre Mercedes-Benz) at the
start of a handicap race.*



Peacock's Frazer-Nash by 8.6 secs., with Jack Fairman (Frazer-Nash) in third place.

John Craig (XK 120) and Guy Gale (Darracq) had a superb ding-dong in the third event, the veteran Darracq eventually meeting its master. Craig drove a delightful race, using the acceleration of his Jaguar to the utmost, and winning by the narrow margin of 0.4 of a second. How evenly matched were the cars, was shown by identical fastest laps in 1 min. 46 secs. (81.50 m.p.h.).

W. P. Jones (recd. 3 mins. 7 secs.) won the M.G. Handicap rather easily, despite a spirited challenge from F. C. Davis in the ex-Leonard Magnette from the 12 secs. mark. J. B. de Edwards (Healey), 1 min. 05 secs., had a very narrow victory from D. F. Annable's Allard (42 secs.) in the second handicap event. John Craig (XK 120) lapped at 81.05 m.p.h., but could not catch the leaders.

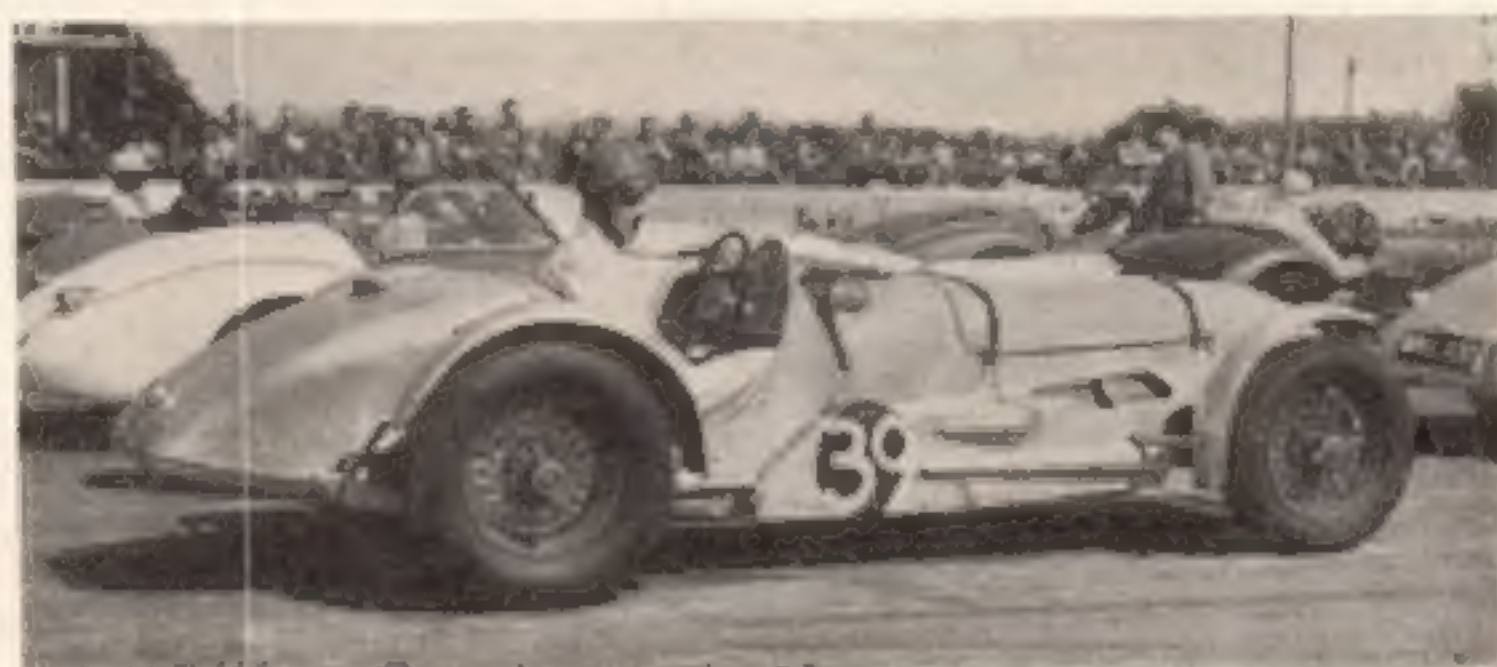
Treen's Treen Riley (1 min. 52 secs.) was uncatchable in the following handicap, and won at 68.35 m.p.h. from Chevell's impressive 4.3-litre Alvis (scratch). Chevell lapped at 77.30 m.p.h., and Hamish Orr-Ewing (Bentley) distinguished himself by the father of all slides at Madgwick. C. S. le Strange Metcalfe's veteran Fiat took the honours in the next handicap event.

*(Left) T. W. Dargue's handsome supercharged
1,100 c.c. tubular-frame M.G. made its first
appearance.*

*(Below) B. Chevell's very effective 4.3-litre
Alvis.*

THE absence of many B.A.R.C. members in the L.O.M., and clashing with the Bugatti O.C.'s Silverstone meeting produced a crop of non-starters at the Goodwood Members' Meeting last Saturday. However, there was a sufficiency of interesting motor-cars to make it a fine afternoon's sport, with the sun coming out in strong support.

J. M. Hawthorn's fast 1½-litre Riley won the first event by more than 10 seconds from Gerry Ruddock's H.R.G., with Croydill's M.G.-engined Lamia a second behind Ruddock. Hawthorn lapped at the creditable speed of 76.9 m.p.h. Tony Crook (Frazer-Nash) was in tremendous form in event 2, putting in a lap at 82.3 m.p.h. to win from



Whincop's reworked 3.3-litre Bugatti (1 min. 10 secs.) was victorious in event 8. Crook (Frazer-Nash) worked his way through the field from scratch to second place, lapping at 82.60 m.p.h. in the process. Fairman's Mille Miglia Frazer-Nash had a major blow-up, just as Jack was drawing into the paddock, causing Lord Selsdon to do some rapid work with the yellow-red "oil" flag.

Hawthorn's Riley won the last race at 77.47 m.p.h., with a fastest lap of 79.60 m.p.h. P. M. Wilks's handsome Marauder finished second.

RESULTS

Event 1, Scratch Race (up to 1,500 c.c. U/S): 1. J. M. Hawthorn (1,496 Riley), 9 mins. 33 secs. (75.39 m.p.h.). 2. G. A. Ruddock (1,496 H.R.G.), 9 mins. 43.6 secs. 3. W. R. Croysdill (1,460 Langia), 9 mins. 44.6 secs. 4. M. J. C. Keen (1,496 H.R.G.).

Fastest Lap: Hawthorn, 1 min. 52.6 secs. (76.9 m.p.h.).

Event 2, Scratch Race (1,500-3,000 c.c. U/S): 1. T. A. D. Crook (1,971 Frazer-Nash), 9 mins. 2 secs. (79.6 m.p.h.). 2. R. F. Peacock (1,971 Frazer-Nash), 9 mins. 10.6 secs. 3. J. G. Fairman (1,971 Frazer-Nash), 9 mins. 20 secs. 4. H. A. Mitchell (1,971 Frazer-Nash), 9 mins. 34.8 secs.

Fastest Lap: Crook, 1 min. 45 secs. (82.3 m.p.h.).

Event 3, Scratch Race (over 3,000 c.c. U/S): 1. J. H. Craig (3,442 Jaguar), 9 mins. 8.4 secs. (78.77 m.p.h.). 2. G. Gale (4,000 Darracq), 9 mins. 9.8 secs. 3. J. Goodhew (4,500 Lagonda), 9 mins. 26.2 secs. 4. G. M. Crozier (7,982 Bentley), 9 mins. 30 secs.

Fastest Lap: Craig and Gale, 1 min. 46 secs. (81.50 m.p.h.).

Event 4, Handicap (M.G.s only): 1. W. P. Jones (1,200 sec'd 3 mins. 07 secs.), 12 mins. 20.4 secs. (58.35 m.p.h.). 2. F. C. Davis (1,460 Magnette S) (12 secs.), 12 mins. 38 secs. 3. D. J. Wheeler (TC) (1 min. 29 secs.), 13 mins. 6.0 secs. 4. S. E. Radbourne (TC) (1 min. 22 secs.), 13 mins. 18.2 secs.

Fastest Lap: Davis, 1 min. 53.6 secs. (76.20 m.p.h.).

Event 5, Handicap (A): 1. J. B. de Edwards (2,443 Healey) (1 min. 05 secs.), 9 mins. 49 secs. (73.34 m.p.h.). 2. D. F. Annable (1,917 Allard) (42 secs.), 9 mins. 49.4 secs. 3. F. A. Spiller



Hamish Orr-Ewing (4½-litre Bentley) takes to the grass at Madwick. Our photographer did a record jump after taking this!

(2,443 Healey) (57 secs.), 9 mins. 55.4 secs. 4. D. Margulies (2,970 Talbot) (42 secs.), 9 mins. 56 secs.

Fastest Lap: Craig (Jaguar), 1 min. 46 secs. (81.50 m.p.h.).

Event 6, Handicap (B): 1. C. Trean (1,089 Trean Riley) (1 min. 52 secs.), 10 mins. 42 secs. (68.35 m.p.h.). 2. B. Chevill (4,500 Alvis) (scratch), 11 mins. 15.6 secs. 3. S. J. Lawrence (4,398 Bentley) (47 secs.), 11 mins. 48.4 secs. 4. E. W. Cuff Miller (1,089 Riley) (1 min. 9 secs.), 11 mins. 56.6 secs.

Fastest Lap: Chevill, 1 min. 51.8 secs. (77.80 m.p.h.).

Event 7, Handicap (C): 1. C. de S. Metcalf (995 Fiat) (1 min. 37 secs.), 11 mins. 1.8 secs. (67.31 m.p.h.). 2. D. Quicke (1,250 M.G.), 1 min. 17 secs., 11 mins. 12 secs. 3. E. H. Heath (1,087 S) (1 min. 17 secs.), 11 mins. 26.8 secs. 4. Miss J. Bode (1,074 H.R.G.) (1 min. 5.7 secs.), 11 mins. 29.2 secs.

Fastest Lap: Davis (M.G.), 1 min. 53.2 secs. (76.4 m.p.h.).

Event 8, Handicap (D): 1. A. C. Whincop (3,215 Bugatti) (1 min. 5 secs.), 10 mins. 12.8 secs. (73.87 m.p.h.). 2. T. A. D. Crook (1,971 Frazer-Nash) (scratch), 10 mins. 29.6 secs. 3. Lady Mary Grosvenor (1,971 Frazer-Nash) (1 min. 10 secs.), 10 mins. 33.4 secs. 4. R. F. Peacock (1,971 Frazer-Nash) (10 secs.), 10 mins. 34 secs.

Fastest Lap: Crook, 1 min. 44.6 secs. (82.6 m.p.h.).

Event 9, Handicap (E): 1. J. M. Hawthorn (1,496 Riley) (30 secs.), 12 mins. 49.6 secs. (77.47 m.p.h.). 2. P. M. Wilks (2,392 Marauder) (1 min. 37 secs.), 10 mins. 53 secs. 3. D. Margulies (2,970 Talbot) (40 secs.), 11 mins. 10 secs. 4. J. C. G. Gilbert (1,496 H.R.G.) (1 min. 42 secs.), 11 mins. 96 secs.

Fastest Lap: Hawthorn, 1 min. 48.6 secs. (79.60 m.p.h.).

LIST OF B.R.M.A. ORGANIZERS

Cornwall, Derbyshire, Devon, Dorset, Durham, Essex, Gloucestershire, Hampshire and Herefordshire

<p>124 Hooper, W. B. 125 Huxley, De La J.</p>	<p>CORNWALL 31 West End, Redruth. School House, Liskeard, St. Ives.</p>	<p>184 Quenot, P. 201 Randle, A. E.</p>	<p>15 Parkstone Avenue, Hurnchurch. The Hereford School of Motoring, Eng. Dep., 134 London Road, Southend-on-Sea.</p>
<p>125 Fearn, L.</p>	<p>DERBYSHIRE "Rosenath", Hardwick Mount, Buxton.</p>	<p>186 Stock, H. T. 218 Telford, G. D.</p>	<p>83 Gallewood Road, Great Badden, Chelmsford. The T.T. Motors, Ltd., Rutland House, The Drive, Rayleigh.</p>
<p>103 Evans, K. D. 120 Inch, J. H. G. 144 Shepherd, G. F. 243 Tolson, D., Miss</p>	<p>DEVON Messrs. Evans and Cutler, Ltd., North Street Garage, Tonnex. Reservoir View, Tavistock Road, Plymouth. Cleve House, Exeter. Embankment Motor Works, 5 Arncliffe Point, Plymouth.</p>	<p>251 Davis, L. A. 270 Hawley-Smith, G.</p>	<p>GLOUCESTERSHIRE 7 Imperial Walk, Bristol 4. 47 New Barn Lane, Prestbury, Cheltenham. (Cheltenham M.C.).</p>
<p>194 Hall, J. P.</p>	<p>DORSET 47 Spur Hill Avenue, Parkstone. (West Hants Dorset Club.)</p>	<p>208 Holloway, W. J. 156 Legg, E. T. 141 Rason, W. I.</p>	<p>HAMPSHIRE 247 Tarnier Road, Copnor, Portsmouth. 14 Glendora Close, Sholing, Southampton. Southampton Civil Service Motoring Assn. Weymouth, Parkside Avenue, Millbrook, Southampton.</p>
<p>116 Bulmer, W. D. J. 409 Heap, J. A. 129 Oliver, G. M. G.</p>	<p>DURHAM "Elstern", 76 Hartburn Lane, Stockton-on- Tees. Riverlea, Westgate-in-Weardale. "Ashfield", Lanchester.</p>	<p>264 Smith, K. H. 309 Smith, M. P. S., Lt., R.N. 104 Staffwood, L. B.</p>	<p>"Merok", Palmers Road, Wootton, Isle-of- Wight. H.M.S. Alliance, Portsmouth. 20 One Hundred Acres, Wickham. (Gosport Automobile Club). "Rushmore", Chewton Way, Highcliff.</p>
<p>113 Britton, S. H. 403 Brooker, H. C. 359 Blyth-Player, G. 114 Clarkson, R. M. 340 Conway, H. S. 248 Daines, P. E. 240 Harris, F. G.</p>	<p>ESSEX 16 Lynford Gardens, Seven Kings. "Cyril", 75 Princess Avenue, Woodford Green. 40 Orsett Road, Grays. (South Essex M.C.). The Chase, Halstead. (East Anglian M.C.). c/o 17 Victoria Road, Romford. 3 Crownfield Cottages, West Hanningfield, Chelmsford. "Lagon", 2 De Vere Road, Colchester.</p>	<p>145 Taylor, R. G. 128 Adshad, K. 354 Atkins, E. R. 250 Lindsay-Jones, E. W.</p>	<p>HEREFORDSHIRE The Flat, Wilson Post Office, Ross-on-Wye. The Bridge House, Kington. 9 Broad Street, Loominster. (Herefordshire M.C.).</p>

Note.—Additional London branch organizer.

168 Rindell, C. H. 319a, Hither Green Lane, Lewisham, S.E.13.

Shelsley Walsh

50 years of the Midland A.C. and 46 years at the famous Worcestershire Hill-climb Venue

by
John Dudley

THE Midland Automobile Club is celebrating this year, its fiftieth anniversary, and the Shelsley Walsh hill-climb on Saturday, 23rd June will be a celebration affair, with cars taking part that ran in the earliest climbs. Shelsley Walsh itself has been running for 46 years, because in the first four years of the club's existence the hill-climbs were held at various places such as Gorcott and Sunrising.

Few British events have such a reputation for individuality and smooth running efficiency as Shelsley. Many a special has been constructed for this one hill-climb, many famous sprint cars, and Grand Prix cars, too, have been seen regularly at the hill, and some of our greatest drivers have had their initiation to the sport on its well-wooded slopes.

Shelsley Walsh and Raymond Mays—the names go together like those of Nelson and Trafalgar, or Wellington and Waterloo. For 30 years Mays has been competing at the Midland Club's speed hill-climb and, to date, he has made best time of the day at 19 meetings and has held the record on many occasions. During those 30 years he has brought a number of interesting cars to Shelsley. His first effort, in 1921, was made with an ordinary speed model 1½-litre Hillman, fitted with a light two-seater body, and called "Quicksilver". At that meeting Mays and "Quicksilver" ascended in 82.8 secs.—not a remarkable feat when one notices that at the same meeting a new record of 52.2 secs. was set up by C. A. Bird who drove a 6-cylinder "Indianapolis" Sunbeam. Nevertheless, Mays was placed fourth in the light car class, and second in the same class on formula.

Until 1913 all the Shelsley meetings had been for cars in touring trim. One part of the event was for the fastest climb and the other was decided on a formula basis worked out by multiplying the time for the



First Shelsley record-holder, E. M. C. Instone (Daimler), who made 77.6 secs. in 1905. The car will appear at this year's meeting, driven by his son, Rupert.

(Photo by courtesy of Leslie Wilson, Esq.)

ascent by the horse-power of the car, and dividing the resulting figure by the weight, in lbs. of car, occupant and ballast. This system led to some startling ballasting efforts and, it is said that cars were weighted with lead weights concealed in the body and chassis. One driver, who was a printer by trade, lined the underneath of the footboards of his car with sheets of lead type. Under these conditions and, remembering that the road had a dust surface in those days, it is not surprising to find that times were slow, and some of the smaller cars spent as long as 10 to 12 minutes struggling to the summit.

The "fastest time" section of the first climb was won by E. M. C. Instone's 35-h.p. Daimler, which clocked 77.6 secs. Rupert Instone, son of the first victor of Shelsley,



Sketch map of the ¼-mile circuit at Shelsley Walsh, Worcestershire.

has been a well-known participant at present-day climbs with his G.N. Martyr and, more recently his J.A.P.-powered Djinn, and he is to drive his father's old Daimler in the cavalcade of cars at the celebration meeting.

In 1906 a White steam car made best time in 86.2 secs., but was debarred from first prize as the event was for internal combustion engines only. However, a special award was made, and was

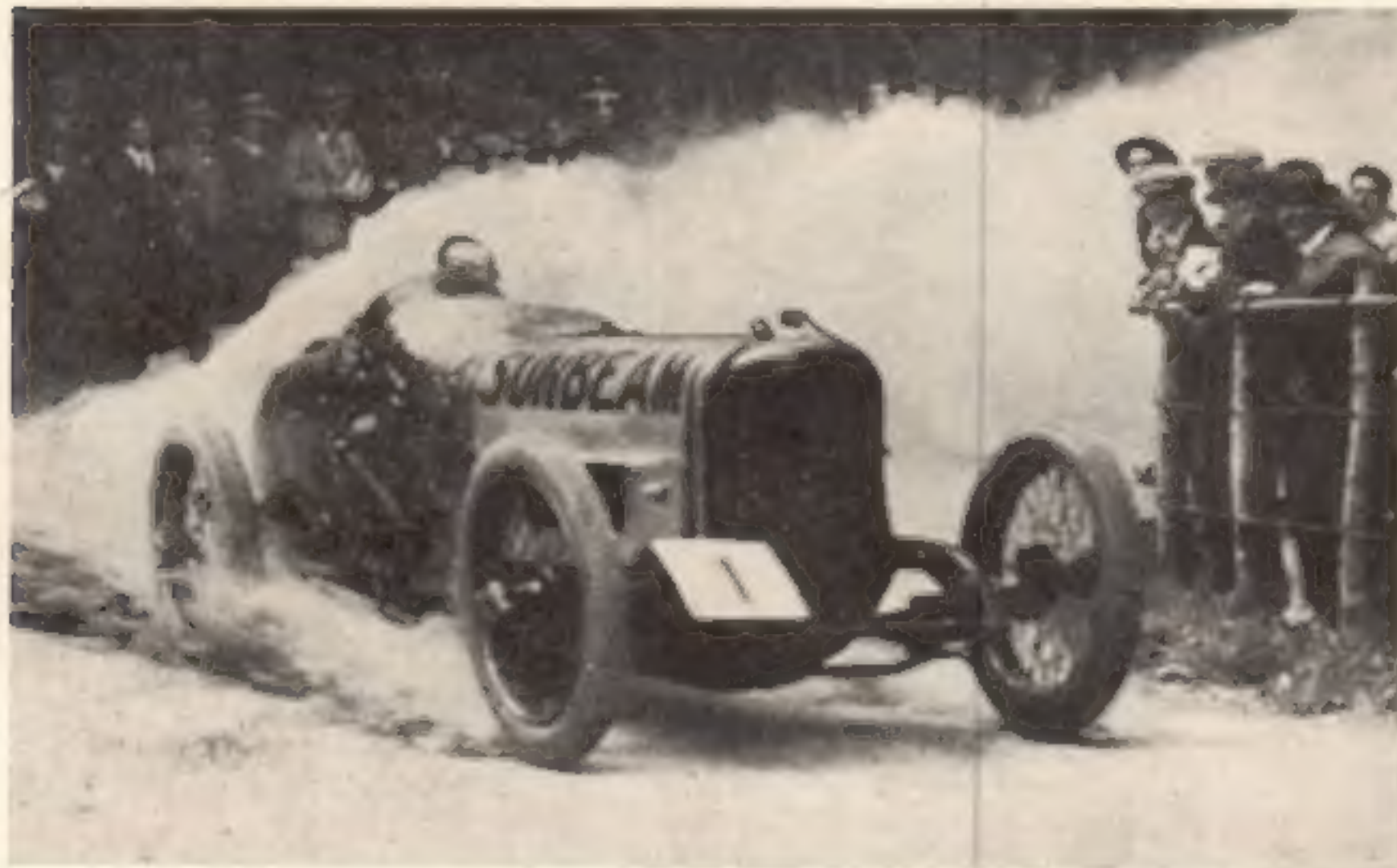
and Mays was one of the drivers representing the Sutton Coldfield and North Birmingham A.C. The climbs in the team match were to be made after the individual competition had been run off. Mays streaked to the summit in the Brescia in 52.8 secs., only two-fifths outside the record. In the team match excitement ran high when the figures were announced, for Mays had apparently shattered Bird's record with a climb of 51.9 secs.

Unfortunately the officials refused to recognize the climb as a record as it was not made on the first run and, of course, there was a clear case for their decision because other drivers who had been within a tenth of a second of Mays in the individual runs, might have climbed even faster if they had been lucky enough to be allowed a second run.

Next year, however, with very strong valve springs fitted to the Brescia and the car tuned—it was

rumoured, to give over 6,000 r.p.m. — Mays broke the record for the first time officially with 50.8 secs. Fate had not quite done with Mays yet, for Cyril Paul with the 2-litre Beardmore, reduced the record yet further at the same meeting.

It was in 1926 that Mays first appeared at Shelsley with the famous



(Left) C. A. Bird's "Indianapolis" Sunbeam, recording best time of the day in 1921, with 52.2 secs.

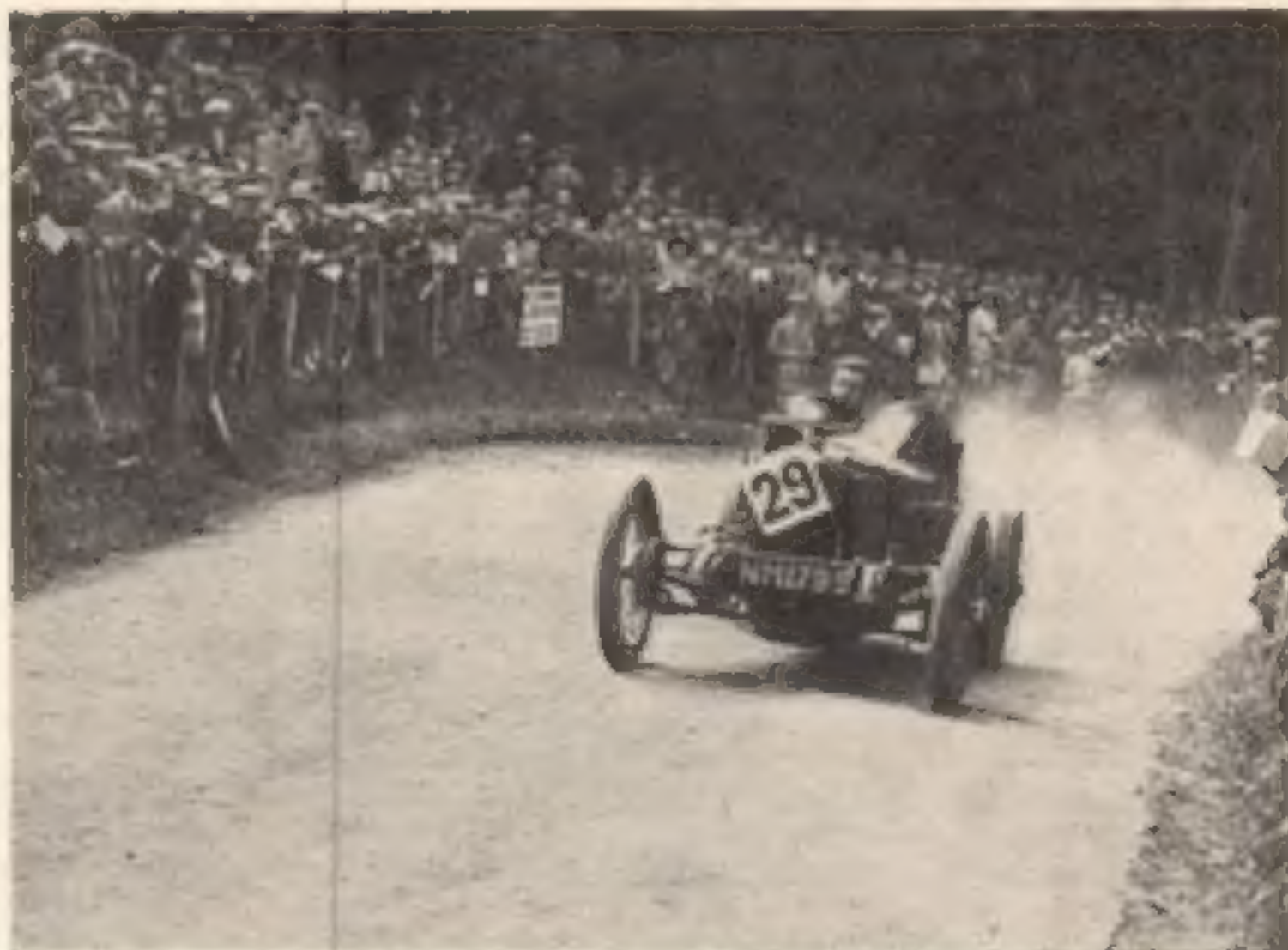
(Below) M. C. Park, with his Vauxhall made B.T.D. in 1922—53.8 secs.

(Photos by courtesy of Leslie Wilson, Esq.)

thoroughly deserved if the story is true that, before reaching the starting line, the steam pressure gauge needle travelled twice round the dial.

Timing was one of the early problems of the organizers. The original solenoid and plunger timing apparatus used to break at least half a dozen stop-watches per meeting, a procedure which proved so expensive that the club resorted to hand timing. Of course, today, timing is done electrically, to a hundredth part of a second.

After his appearance with the Hillman, Mays drove a Brescia Bugatti at Shelsley. Three of these unblown 1½-litre cars came to this country in 1922 and appeared in the hands of Mays, Eddie Hall and Leon Cushman. In those days each car had only one run, but at the 1923 meeting a special team match had been arranged between three teams,



T.T. Vauxhall. This was the car that was the subject of an article and some correspondence in AUTOSPORT last autumn, and which was specially tuned by Mays in conjunction with Amherst Villiers. At its second appearance the Vauxhall seized up shortly after leaving the starting line, while Basil Davenport with his renowned G.N. reduced his own record. Christened for the first time "Vauxhall Villiers Special" in 1929, the Vauxhall went up in 48 secs., still below Davenport's record, but a very fast climb made all the more exciting when the throttle stuck open coming out of the S bend.

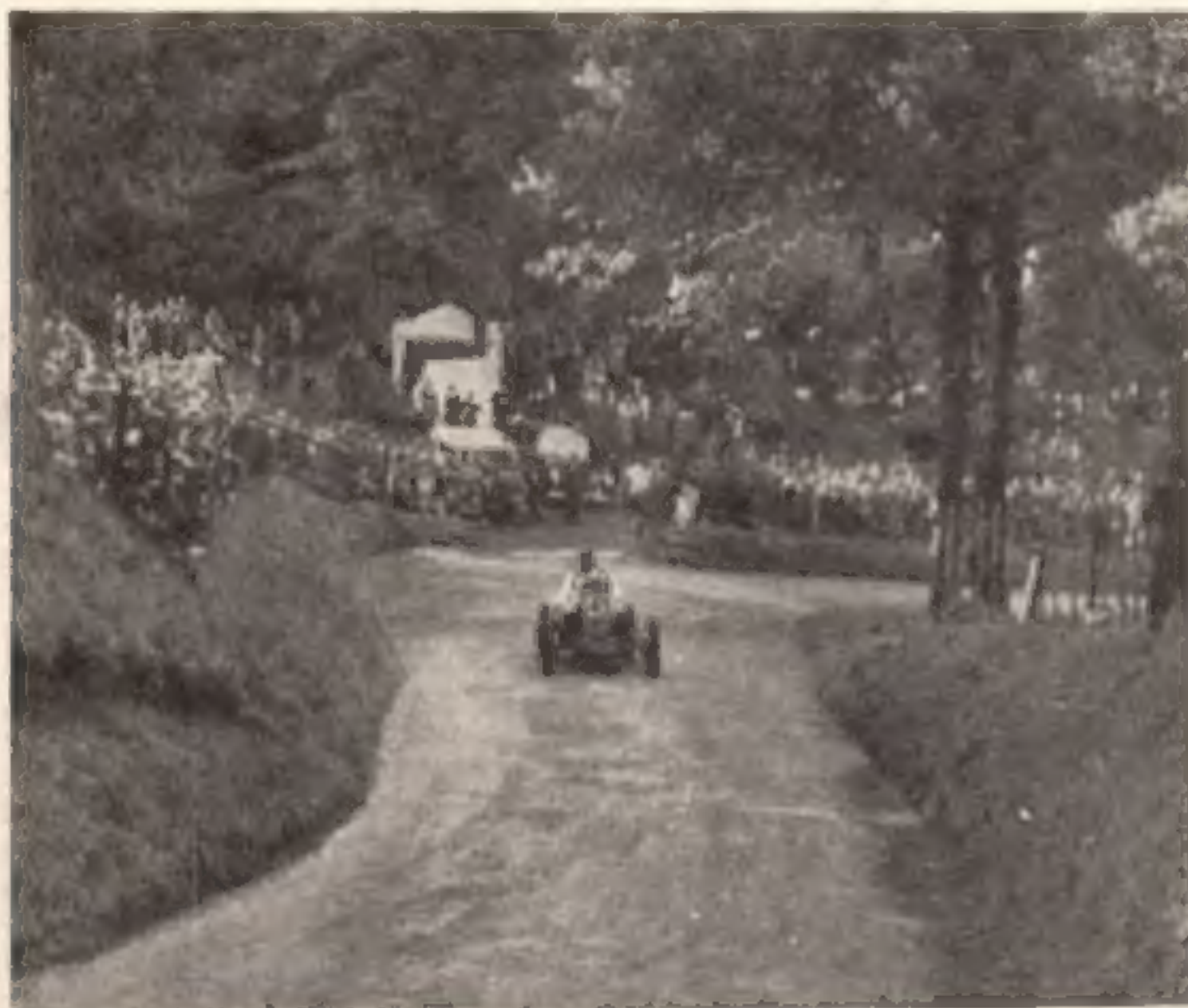
In September, 1929, the Vauxhall at last captured the record with 45.6 secs. In 1930 the "Open" meeting at Shelsley was included in the European Hill-Climb Championship, and Hans Stuck, who was to become champion that year, brought the 3-litre unsupercharged Austro-Daimler over to take part. Mays was determined to defend his record and he and Villiers worked night and day on the Vauxhall to get it ready for the event. They travelled from Bourne to the hill on the morning of the climb, the supercharged car being fitted for the first time with the barrel-like intercooler on the side of the bonnet. Near Rugby



SHELSLEY MASTERS

(Above) Raymond Mays (E.R.A.) who has held the Shelsley course record more times than anyone else.

(Below) Basil Davenport, famous record-breaker of the 1920's, with his G.N.-Spider at last year's climb.



the car developed trouble and, standing by the roadside, was soon surrounded by a group of country lads who, in all probability, had never seen a racing-car before. One of them caught sight of the intercooler and was heard to remark: "By gum, he's got a machine-gun on the car." Later he actually asked Mays where the trigger was!

The Vauxhall's trouble proved incurable and the car did not reach Shelsley that day. Stuck, driving the blue and white Austro-Daimler, with its inordinately large steering wheel, made two record-breaking ascents—both in identical times—42.8 secs. His nearest rival, in the absence of Mays, was Basil Davenport, who clocked his fastest up to then—44.6 secs. Incidentally, during the practice session, Stuck walked up the course with Leslie Wilson, the club secretary, and after examining it intently, Stuck said the hill was very difficult. Being so short, there was little room to correct a mistake. He then took Wilson's breath away by announcing that he would climb it in 42 secs. It was not a bad estimate.

Soon afterwards Mays decided that the Vauxhall's possibilities

(Continued overleaf)

were almost exhausted, and he approached Victor Riley for help in the preparation of a supercharged 1½-litre Riley, telling him that, given the assistance of the Riley concern, he would undertake to secure the Shelsley record. The assistance was willingly given and in May, 1933, Mays and the "White" Riley kept their word by climbing in 42.2 secs. Once again Mays' record was short-lived, for Whitney Straight, in a Grand Prix Maserati, reduced it the same year. In 1934 Straight clocked 40 secs. dead. Meanwhile Mays took the Vauxhall up the hill in just under Stuck's old record, just to show that the veteran had something left.

The "White" Riley was, of course, the direct forerunner of the E.R.A.s. The Shelsley debut of both the 1½-litre and 2-litre E.R.A.s was at the autumn 1934 meeting, but bad weather slowed everybody. The 2-litre car made best time of the day, and at the next meeting

Mays used it to bring the record below 40 secs. for the first time.

In June, 1936, Stuck returned to the hill with the powerful short-chassis 5-litre, 16-cylinder Auto Union. Mays brought both the 1½-litre and the 2-litre E.R.A.s, but the latter blew up in practice, and the former was in road racing trim. Altogether he had little hope of defeating his opponent, although Stuck admitted that the German car was too powerful for the hill. Rain came to the aid of the British driver, and Mays made his climb of 41.6 secs. in damp but passable conditions. It was to be the best time of the day, for Stuck brought the Auto Union to the line in a downpour and climbed in a hair-raising series of slides. He achieved only 45.2 secs., but it was a tremendous effort under hopeless conditions.

Stuck is very fond of Shelsley and, after the last war, he wrote to Leslie Wilson and declared that he would like to have another crack at the

hill with a more suitable car than the Auto Union. The Austrian driver has in recent years been seen quite frequently in Continental Formula 2 events driving his AFM, and his third visit to Shelsley would be welcomed by competitors and spectators alike.

Today the car record for the hill (37.35 secs.) is held by that great sportsman, the late Joe Fry, in the very remarkable Freikaiserwagen, and the "fastest ever" climb was made by a motor-cycle in 1949—George Brown on a Vincent H.R.D.

For many years the organization of Shelsley Walsh has been a by-word for efficiency in motor sport, and on 23rd June Leslie Wilson, the tireless and modest secretary of the Midland Automobile Club, will be celebrating a personal triumph. He has organized the meetings for just over 30 years. May there be many more happy gatherings at the Worcestershire hill.

RUSSELL LOWRY'S

Northern Lights

**"PLUS ÇA CHANGE . . ."—HOW STANDARD WAS MY SPECIAL?
—ANOTHER RACING RECRUIT—STILL NORTH v. SOUTH—
CASH ONLY IN THE COTSWOLDS—BLACKPOOL REVISITED**

SHARP-EYED readers of the "cover to cover" variety, will have noticed the disappearance of the Northern Office address from the first page of recent AUTOSPORTS. In fact on business grounds, the paper has decided to concentrate itself in London, and Northern Clubs with burning tidings to communicate should now go straight to the Metropolis. This doesn't mean that "Northern Lights" will twinkle any less brightly, or that those little escapades and occurrences which enliven our scene will escape attention. On the contrary, the little man in the bowler hat, false beard and cloth-top boots will still lurk in the bushes, to ask such (im)pertinent questions as "Which two popular Northern Club types recently seen in brilliant yellow shirts, sitting on a promenade wall to watch driving tests, were immediately christened Dandelion and Burdock?"

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BERNARD THOMPSON, brooding deeply over the lengthening ash on his cigar, is worried about that evergreen argument "How Standard is a Standard Car?" The point has taken on added sharpness owing to the natural disappointment of many entrants in a recent rally, who found themselves transferred, on a

minor point of standard fitment, from their chosen class to that of the "Specials" while other competitors with specially tuned engines and other features not externally visible, were left undisturbed. B.K.T. is at present engaged in drawing up the Regs. for the Lancashire and Cheshire C.C.'s Lakeland 300 Rally at the end of September, and wants to find out what ruling the customers really prefer. He feels that continuance of the present practice will mean that future rally results will just be a series of well-known names in varying order, reflecting the degree of tuning employed rather than driving ability. It is suggested that the first three place winners in standard car classes might be driven by the scrutineers immediately after the last test, and their performance compared with the published road tests for similar vehicles, making some allowance for normal improvement. There are obvious snags in this proposal, but it is a concrete effort to get out of the difficulty, and opinions are invited. In spite of the opening paragraph of this article, I would remind you that the address of my office is 7 Chapel Street, Liverpool, and I shall be glad to forward your opinions to the place where they'll do most good.

AMONG impending recruits to half-litre racing is Stan Asbury, who has been more familiar to the rally world since he abandoned trials and sold the Asbury Special a couple of years ago. Having had the "terrifying" pleasure of sitting alongside or behind him all the way from Glasgow to Monte Carlo, I have a wholesome respect for Stan's instinctive knowledge of the absolute maximum that can safely be drawn out of a piece of machinery. He will be a formidable racer, unless I'm much mistaken. The colour scheme of his Cooper is understood to be white with red upholstery, and this in combination with his slight, wiry figure, might almost earn him the title of "Dapper Stan the Hucknall Man".

* * *

I NEVER seem to get very far from the subject of hotels. A Northern friend was arranging a trip to the Cotswolds, and booked accommodation over the 'phone at the less pretentious—though well starred, gabled and what have you—of two establishments in one of England's most famous villages. Imagine his surprise on confirming the booking by letter to receive a notification that his reservation had been cancelled as no deposit had been included. I have never heard of such a condition existing, certainly not at a rural pub, so I take the opportunity of handing on the warning, and am not without hope that it may attract the attention of the official bodies of tourism.

* * *

THE volume of reaction to the Taunton Club's suggestion of a North v. South Challenge Match with the West Country, to be staged on Exmoor, has not been exactly inspiring. A counter suggestion has, however, emerged, on the theory that a good many sporting motorists spend their holidays in the West Country, and would welcome the opportunity of taking in, during their holiday, a trial suitable for normal vehicles as well as purely rock-hopping machinery—diversions being arranged to suit the Specials, if necessary. The idea would seem to be based on an event like the shortened version of the M.C.C. Land's End. Any offers?

* * *

IT'S about time we came to the R.A.C. Rally, which, allowing for the number of grandmothers being buried in the Isle of Man this week, has been the major sporting attraction of the summer, and Blackpool, of course, was the Northern focus. The Figure of Eight Test on the Prom was undoubtedly popular with both drivers and spectators, the latter gradually acquiring the fundamental idea that a neat performance was not necessarily a gaudy one. On behalf of the "racers", I would put forward a plea to organizers that pylons, penalty lines and things simply cannot be too clearly marked, especially where bright sunshine prevails after a long day's driving. In these circumstances, a gap between two pylons marked only in a single colour, can look very much like a continuous barrier, and so lead to mistakes which have nothing to do with failure to read the regulations.

Ian Appleyard was the first driver to use all the road. He had realized or found out that the kerbstone which stood proud of the road at the start, was in fact level at the other end, permitting a full sweep to be taken at the turn. As a matter of interest his time of 36.03 in the XK, one up, compares with Tyrer's 36.6, with passenger in the 328 BMW for the same test in the Blackpool Rally of 1947. One of the most impressive collective performances ever seen was put up by the Morgans, which came through with four irreproachable runs in a row, Peter Morgan, of course, being outstanding. It would have done Morgan Père and "Uncle George" Goodall a power of good to have seen their sons thus upholding tradition. Of the fair sex, Mrs. Nancy Mitchell was simply magnificent in her H.R.G. Talking of H.R.G.s, we noticed a small bet being made on the fastest Hurg against the fastest M.G. between two protagonists of the rival makes. A silent half-crown was handed across on the strength of Gilbert Best's 39.03 for the Abingdon breed, though Brown's Hurg got the verdict in the end. Among light relief was a round of applause to Mike Couper for skilfully not eliminating a dog, and another one for Johnnie Wallwork, who collected a sandbag on his rear bumper and paraded it progressively emptying at high speed all the way down the course. A suspicion that some cars are fitted with sand boxes as an aid to braking (like trams), was tracked down to the release of mountain dirt from the undersides and mudguards under stress of extreme braking pressure.

When it was all over, the most popular rendezvous for enthusiasts with local knowledge, was the Château of the Blackpool and Fylde Club, where hospitality of the very highest order was dispensed. Incidentally, Doc Hardman reported one of the snappiest bits of service we've heard of in a long time, received from the S.M.T. Garage at Carlisle. Several major bashes and scratches on the front mudguard of his XK 120 were ironed out and invisibly re-cellulosed in 20 minutes dead, at a cost of washers.

It would be of considerable assistance to commentators and others if means could be found of ascertaining who really was driving on these occasions. The much-announced Vernon Pilkington, for instance, didn't start at all, Doc Hardman taking over his entry. Van der Mark's Jowett was, unless I'm wrong, being driven by Gatsonides, and Stan Asbury's certainly wasn't being driven by the entrant. No doubt there were others.

* * *

ONE of the best ways of acquiring experience is by watching experts on the job; noting their line on corners, and trying to do likewise. There are, however, pitfalls, as one driver found recently. He was tucked in behind a more expert performer, and nicely placed to see how the Great Man negotiated a certain corner. Then it began to seem unlikely that the G.M. was going to take the corner at all. Suddenly, it was quite obvious that he wasn't, in fact neither of them were, and the pair went motoring off into space—the tucker-in-behind couldn't know that the expert's foot, feeling for some brakes, had found nothing but floorboards! There would seem to be an argument in favour of some sort of a motoring equivalent for the nautical signal "I am not under control".



Sketch map of the Circuit Permanent de la Sarthe. (Right) Start of the 1949 event—the first post-war Le Mans race.



FOR a vast number of motor-racing fans, the great 24 Hours' Race on the wonderful Circuit Permanent de la Sarthe is an annual pilgrimage. It is easily the most important sports-car race in the world, and there is a magic about Le Mans that no other event seems to possess. To win the Grand Prix d'Endurance is the aim of practically every driver who has sat behind the wheel of a fast car. Unlike the Grands Prix, no starting money is paid by the organizers, no matter how famous the driver may be. However, the prize money is very considerable, and is probably bettered only by the Indianapolis 500 Miles Race.

There are three main awards, in addition to the various class prizes. The Annual Cup for the Index of Performance goes to the drivers of the car which makes the greatest improvement on its set minimum distance: the Annual Cup for Distance is awarded to the drivers of the car which covers the greatest distance in the 24 hours: the Rudge-Whitworth Biennial Cup goes to the entrant of a car which has qualified for the "Biennial" the previous year,

and makes the greatest improvement on its set minimum distance.

Each of these awards carries a large cash prize, and there are also cash prizes for places, classes and the leader of the race (on distance) at stated hours.

To newcomers to Le Mans, the Index of Performance may be somewhat of a mystery. Actually, it is quite simple, and is worked out on a formula basis. The formula for 1951 is:

$$D = \frac{3,000C}{350 + C}$$

D is the minimum distance to be travelled, and C is the total cubic capacity (in cubic centimetres) of the power unit.

Thus a 750 c.c. car would require to cover a minimum distance of

2,045.454 kiloms., a 1,500 c.c. car, 2,432.432 kiloms., and so on. To discover the index of performance, the actual distance covered is divided by the minimum distance. A car cannot qualify for the following year's Biennial Cup unless it has covered the minimum distance. This year sees the last occasion for qualifying for the "Biennial", a decision which may be unpopular with many entrants.

Favourites for the 1951 Annual Cup for Distance are the formidable 4.1-litre Ferraris, easily the fastest and most powerful machines in the race. Their chief rivals are the French Talbots, American Cunninghams, and British Allards, Healey-Nash and Jaguars. The 2½-litre

Le Mans



Aston Martins may also be capable of giving the larger cars a run for their money, to say nothing of the smaller (2.6-litre) Ferraris.

Two of the Aston Martins are 1951 models, and appeared at Silverstone in the recent One Hour Production Car Race, Parnell winning his class. The remaining factory-sponsored car, to be driven by George Abecassis and Lance Macklin, is the identical machine which shared the Index of Performance last year, broke the 3-litre distance and lap records, and won its class.

There are also three private DB2 entries, namely Peter Clark and Jack Scott; Nigel Mann and Mortimer Morris-Goodall, with

Maurice Faulkner as a reserve entry with a reasonably good chance of competing. The "privately-entered" cars are exactly similar to the 1951 works entries. All the Astons have Vantage engines, and, to comply with lighting regulations, Marchal head and spot lamps.

In spite of rumours as to the existence of a much-lowered and larger-engined Jaguar, it seems pretty certain that the Coventry concern will pin its faith on the well-tried XK 120 model, with the high-compression head permitted by the use of 80 octane fuel. At the time of going to press, no details had been issued as to modifications (if any) to the Le Mans cars.

The Allards both have Cadillac V-8 engines, and are similar to the machine with which Sidney Allard and Tom Cole finished third in the general classification last year. The J2 Allard is unusual amongst sports-cars, in that a De Dion rear axle with inboard brakes are employed.

H. S. F. Hay's Bentley presumably is the well-known aerodynamic "4½" saloon. His co-driver is Tom Clarke, pre-war Aston Martin and Delahaye exponent. Two "works" Jowett Jupiters are entered, one of which is a specially-built Le Mans type to be driven by pre-war o.h.c. Austin pilots, Bert Hadley and Charles Goodacre. The more normal version is similar to the car which won the 1½-litre class last year, and will be driven by Tommy Wise and T. H. Wisdom. Jupiter and Porsche are the sole examples of horizontally-opposed "fours" in the race.

There are two Frazer-Nashes, comprising a Le Mans Replica (Winterbottom-Marshall) and the Stoop-Wilson Mille Miglia. These six-cylinder, 2-litre cars have proved to be very fast and reliable, and have, on occasion, defeated the 2-litre Ferraris.

The lone Healey, to be driven by Tony Rolt and Duncan Hamilton, is the Nash-engined car which received a preliminary outing in the Isle of Man last week, driven by Reg Parnell.

Smallest of the British machines is the George Phillips-Alan Rippon TD M.G., which is fancied in many quarters to win the Rudge-Whitworth Biennial Cup. This

(continued overleaf)

LE MANS THE ENTRY LIST

Great Britain

Aston Martin: Reg Parnell-David Hampshire; George Abecassis-Brian Shawe-Taylor; Lance Macklin-Eric Thompson; Peter Clark-Jack Scott; Nigel Mann-Mortimer Morris-Goodall.

Allard (J2 Cadillac): Sid Allard-Tom Cole; A. P. Hitchings-Peter Reece.

Bentley: H. S. F. Hay-T. G. Clarke.

Frazer-Nash: Eric Winterbottom-John Marshall; F. R. Stoop-P. Wilson.

Healey: Tony Rolt-Duncan Hamilton.

Jowett Jupiter: Tommy Wise-T. H. Wisdom, Bert Hadley-Charles Goodacre.

TD M.G.: George Phillips-Alan Rippon.

Jaguar: Peter Walker-Peter Whitehead, Stirling Moss-Jack Fairman; Leslie Johnson-C. Blondetti; Bob Laurie-R. W. Parker.

France

Talbot: Louis Rosier-J. M. Fangio; A. Morel-A. Chambas; P. Meyrat-G. Mairasse; E. Chaboud-Vincent; P. Levegh-Marchand; H. Louveau and X.

Simca (Eq. Gordini): O. Miramont-F. Gonzalez, R. Manzon-A. Simon; M. Trintignant-J. Behra; J. Scaron-Aldo Gordini.

Simca: Caron-Guillard.

Renault: Rostier Jr-Estager; Landon-Briat; Locat-Schiffelchen; J. Vernet-Pairard; L. V. Sandt-Mme. Sandt; A. C. Claude-P. Slause.

Monopole: Hemard-Montremy.

D.B.: R. Bonnet-E. Bayol; Aunaud-Pons; Eggen-Beaulieu.

Panhard-Dynal: R. Gaillard-P. Chancel.

Callista: Colas-Scholmann.

Delettrez-Diesel: Delettrez Bros.

Delahaye: Leblanc and X.

Italy

Ferrari: L. Chinetti-Lucas; Eddie Hall-G. Savou; John Cans-Lariviere; Spear-Kimberley; Mahé-Peron; Moran-Cornacchia; Mme. Simon-Betty Haig.

Lancia: J. Lurani-Bracco.

Osc: Cabianca-Crovetto.

United States of America

Cunningham: Briggs Cunningham-G. Huntoon; P. Walters-J. Fitch; G. Rand-F. Wacker.

Crosley: G. F. Schrafft-P. H. Stiles.

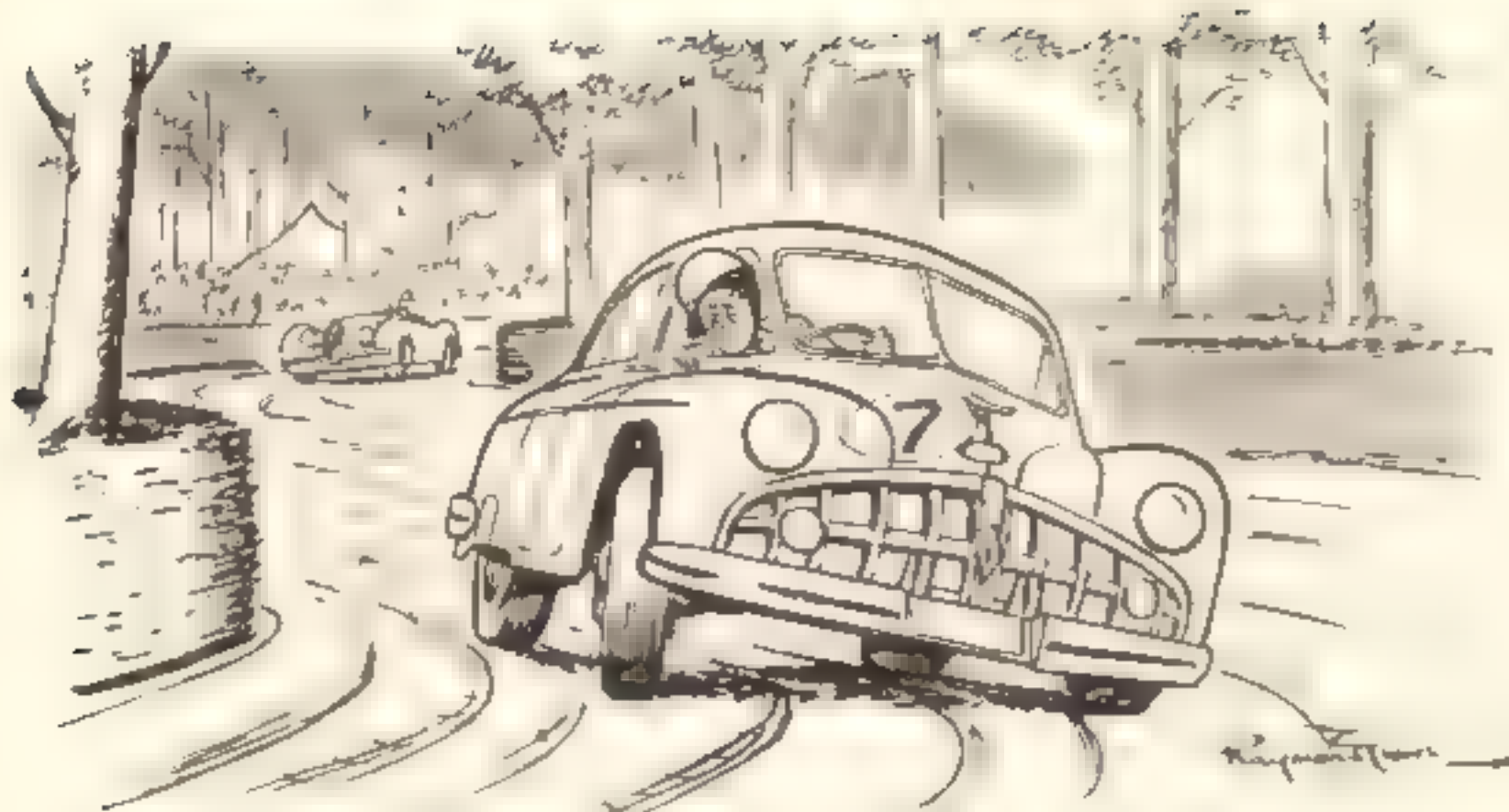
Germany

Porsche: A. Veuliet-E. Mouche; Sauerwein-Brunel.

Czechoslovakia

Acro-Minar: J. Poch-Vasselle.

Reserves: Jaguar: Flahaut. Ferrari: Bouchard. Osc: Chinetti. Jupiter: Beckquart. D.B.: Trouss-Gratsonides. Peugeot: Consan-Morra. Aston Martin: Faulkner. BMW: Chana-Natal. Jupiter: Baboin. Jaguar: Peignaux-Montabert. Simca: Levef. Simca: Deblon-Daguet. Ferrari: Reosdorp. Panhard-Dyna: G. H. Beetsen-Edgar Wadsworth.



Les 24 Heures Du Mans—Contd

beautiful little car is the first "aero-dynamic" road car to be built by Abingdon since the PB Airline Coupé of the middle-thirties. It is virtually a standard TD chassis, with a special 2-seater body.

France's main challenge comes from the G.P.-based Talbots which were victorious last year. Louis Rosier's co-driver is Juan Manuel Fangio, who, it will be recalled, drove a supercharged Simca saloon in 1950, and went like a rocket until he retired.

Gordini's Simca entry is puzzling. The "Wizard" himself announced recently that none of his cars would run, but he appears to have changed his mind. At least four of his 1½-litre machines are down to run. In addition to the well-known team drivers, Froilan Gonzalez and Onofre Miramont from Argentina will share a car. Miramont is said to be a pupil of Fangio.

Of the smaller-engined cars, the various Panhard-powered machines

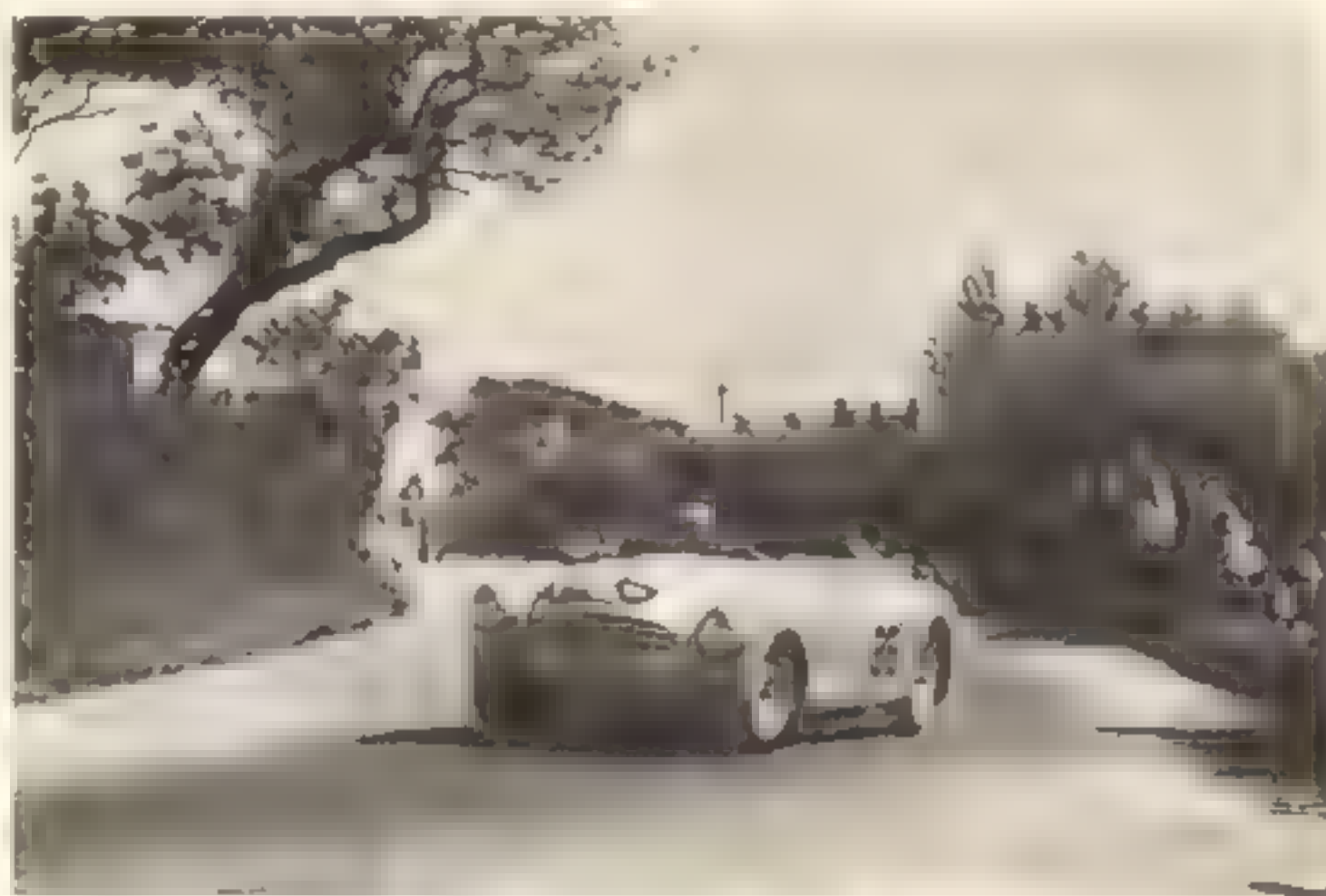
may be difficult to beat in the Index of Performance. A Monopole tied in 1950 with the Aston Martin, and the DBs so far have had a very successful racing year. The very sleek Callista also has a flat-twin

Panhard engine, but is somewhat of an unknown quantity. There are also half-a-dozen Renaults, but these will not, in all probability, have the speed of the Panhard-engined cars.

The lone Deleltrez is also the only Diesel-engined car, and is making its third appearance at Le Mans.

Germany's two Porsches, are, like the Panhards, air-cooled. This is their first appearance in the 24 Hours Race and their performance will be watched with considerable interest. The cars are, of course, based on the Volkswagen.

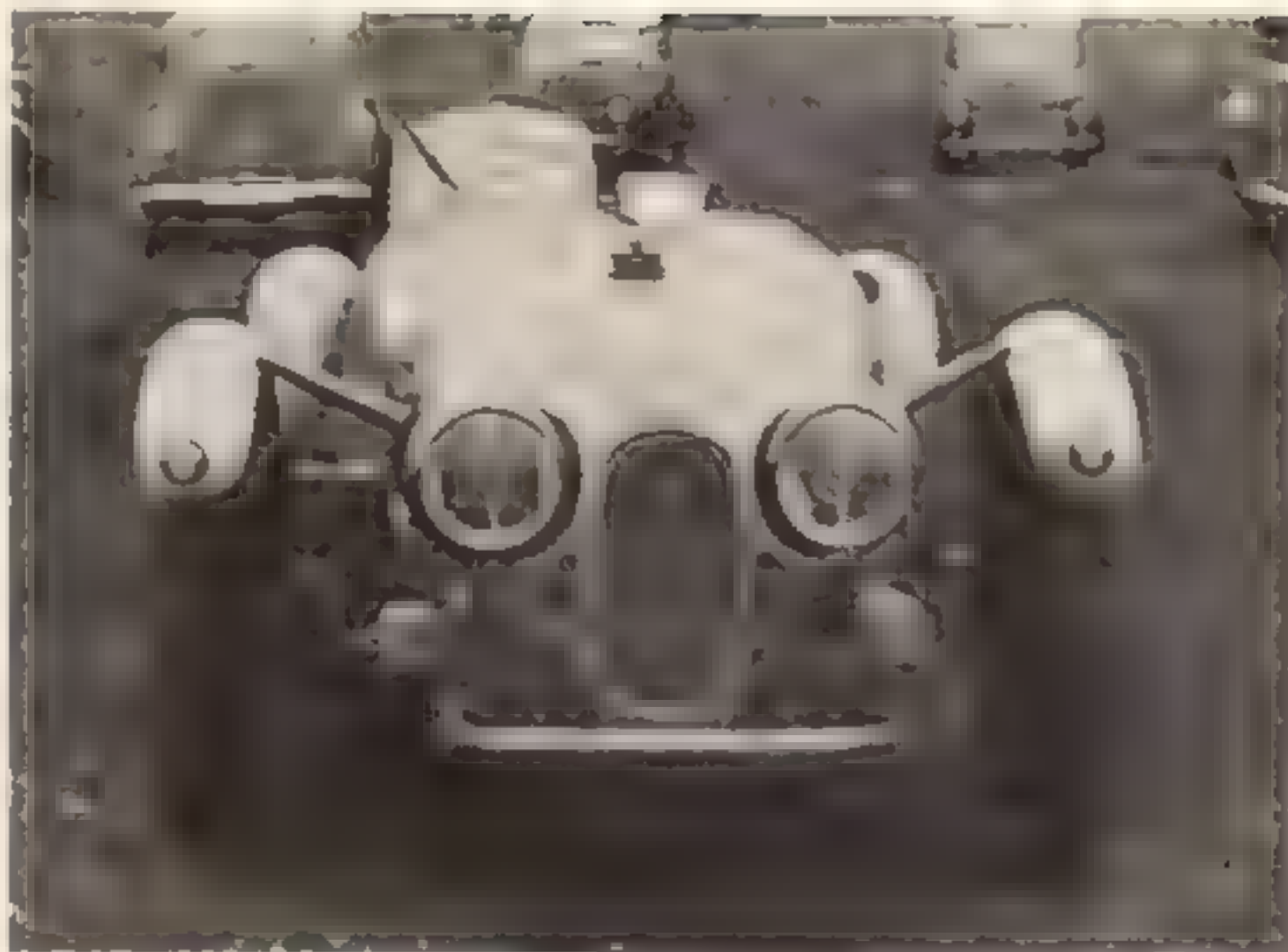
The little Aero-Minor from Czechoslovakia has shown remarkable speed and reliability in the past, and in 1949 broke the existing 750 c.c. distance record. It is the only two-stroke in the entry, the engine being a development of the twin-cylinder DKW.



(Above) The Nash-Healey, driven by Reg Parnell, at Willaston in the B.R.D.C. British Empire Trophy race. It will be piloted at Le Mans by Tony Rolt and Duncan Hamilton.



(Left) DB2 Aston Martins being prepared for the Le Mans 24-Hours Race at Feltham.



LE MANS JUPITER
Two views of the experimental, light-weight Jowett Jupiter to be driven at Le Mans by Bert Hadley and Charles Goodwin

America also has a 750 c.c. entry in the o.h.c. Crosley "Hot Shot". This car is a vast improvement on the original machine which had an alloy, welded-up cylinder block, notable for its lack of rigidity. This has been replaced by an orthodox, cast-iron block.

The Crosley is one of the few cars with disc-type brakes.

The most important American entry for many years is the trio of Cunninghams. This V-8 Chrysler-engined car is the first serious attempt from U.S.A. to enter the world's sports-car market, and the design shows considerable promise. Given freedom from teething troubles, a Cunningham should be well up amongst the leaders.

Ferrari will be all out to make amends for their 1950 failure, and the front line of attack is the 4.1-litre cars, said to be capable of exceeding 150 m.p.h. in full touring trim. In view of its remarkable performance in the Mille Miglia, the Grand Sport Lancia Aurelia may



well bear watching. The remaining Italian make is the twin-o.h.c. Osca to be driven by Cabianca and Crovetto. An interesting Anglo-French-Italian entry is the 2-litre Ferrari saloon which will be driven by an all-women crew, namely Mme. Simone and Britain's Betty Haig.

Whichever way one looks at it, the 1951 Le Mans promises to be one of the fiercest-fought races ever to take place on the famous Sarthe circuit. British hopes are high, and it will indeed be a proud day for the wearers of the green, if a British car and driver carry off one of the three main awards, not to speak of the several classes.

THE GRAND PRIX OF EUROPE

TWENTY-FIVE cars have been accepted by the A.C.F. for the Grand Prix of Europe at Rheims, on 1st July, which also incorporates the French G.P. organized by the A.C. de Champagne. At the time of going to press, there is no absolute certainty that the two B.R.M.s to be driven by Parnell and Bira will run. Peter Whitehead and Brian Shawe-Taylor will drive Ferraris; the last-named presumably piloting a 1950 type car. Bonetto does not figure as an Alfa Romeo driver, and the identity of the fourth member of the team will not be made known till nearer race day. Rumours that Moss and Chiron would be invited to drive Ferraris have been dispelled. Taruffi, after his wonderful run at Berne, could hardly have been

passed over. Chiron is down to handle a Talbot, the make with which he has twice won post-war French G.P.s.

THE ENTRIES

Alfa Romeo: Giuseppe Farina; Juan Manuel Fangio; Consalvo Sanesi; A. N. Other

B.R.M.: Reg Parnell; B. Bira

Ferrari (4.1-litre U.S.): Luigi Villorelli, Alberto Ascari, Piero Taruffi

Ferrari (1.1-litre S.): Peter Whitehead, Brian Shawe-Taylor

Maserati: Froilan Gonzalez, Baron de Graffenried; A. N. Other

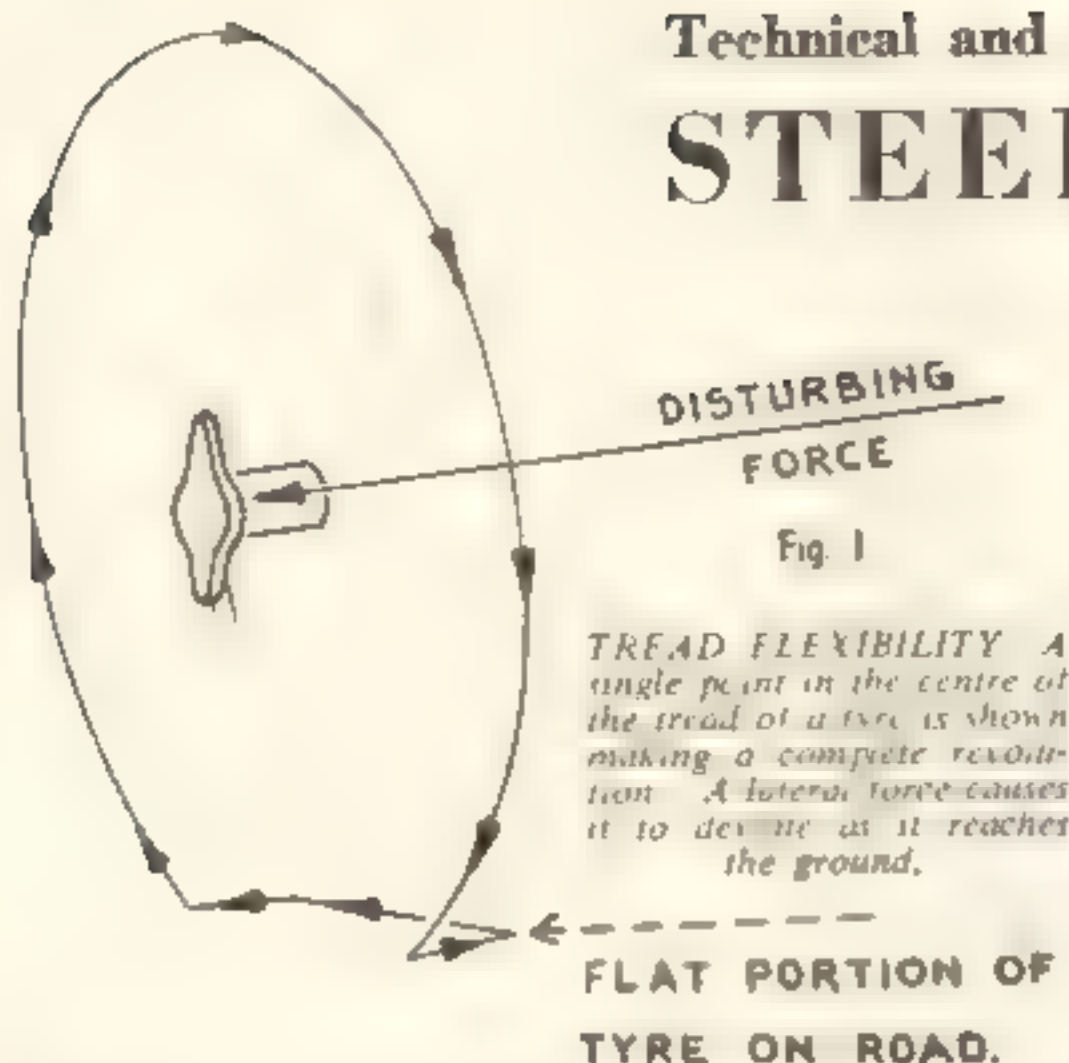
Simca: Maurice Trintignant, Robert Manzon; André Simon, A. Gordini

Talbot: Louis Chiron; Philippe Etancelin; Louis Rosier; Yves Giraud-Cabantous; Guy Mairesse; John Claes; Eugene Chaboud

Technical and Otherwise

STEERING SUMMARY

By JOHN BOLSTER



ONE or two correspondents have written to say that, after reading my articles on steering and suspension, such things as understeer and oversteer are as great a mystery as ever. Under these circumstances, I am submitting the present effusion, which is in the form of a recap. I hope that, with the aid of the illustrations, it may make some doubtful points clear.

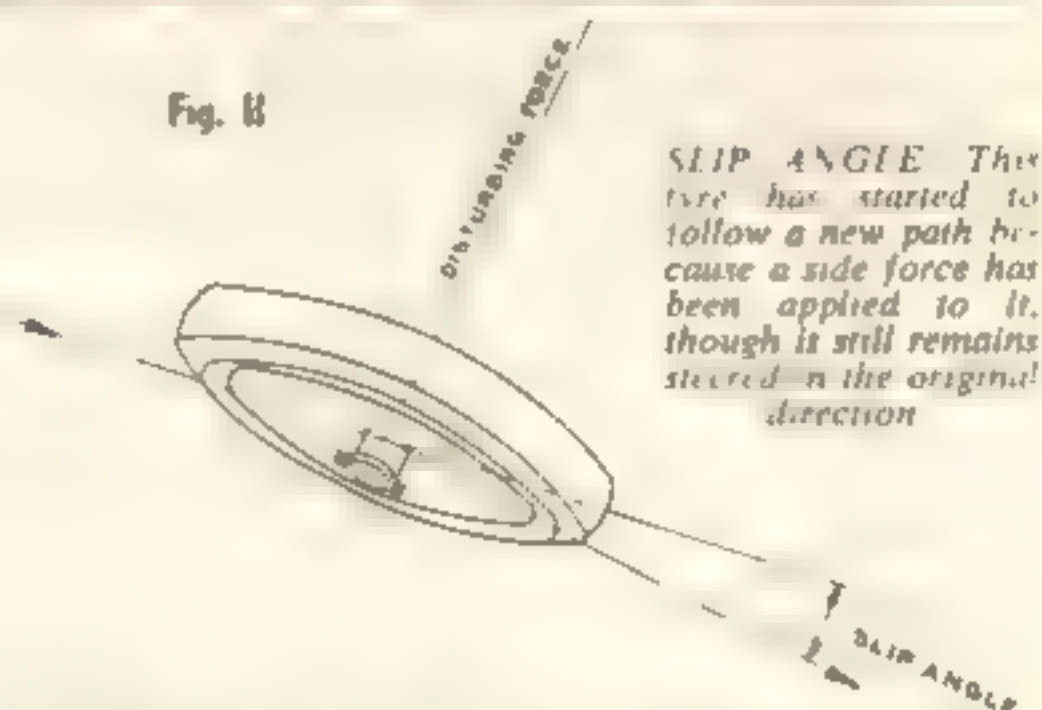
Going right back to the beginning, it is necessary to emphasize that, unless the behaviour of the tyre tread on the road is understood, the rest of the subject will seem incomprehensible. That is because the way those four small areas of rubber are treated determines the entire character of the car when it is in motion.

First of all, look at Fig. I, and then imagine a single point, in the centre of the tread of a tyre, performing a complete circle as the wheel revolves. If a side force be applied to the tyre, our point will move laterally across the tread as soon as it reaches the ground. This is shown in the drawing, and is, of course, due to the flexibility of the rubber. On leaving the road, this deformation ceases, allowing the point to return to its original position.

It will thus be seen that a tyre will, in resisting a lateral pressure, move sideways as well as forwards on the ground, without having to slide or skid at all. The result of all this is shown in Fig. II, for it means that a wheel, rolling in a straight line, may be made to travel at a slight angle to its original course without any disturbance of its axis taking place. In other words, it may be pushed off its path while remaining steered straight ahead. The angle of the new track in relation to the original one is called the "slip angle". This is actually a misnomer, for no slippage really

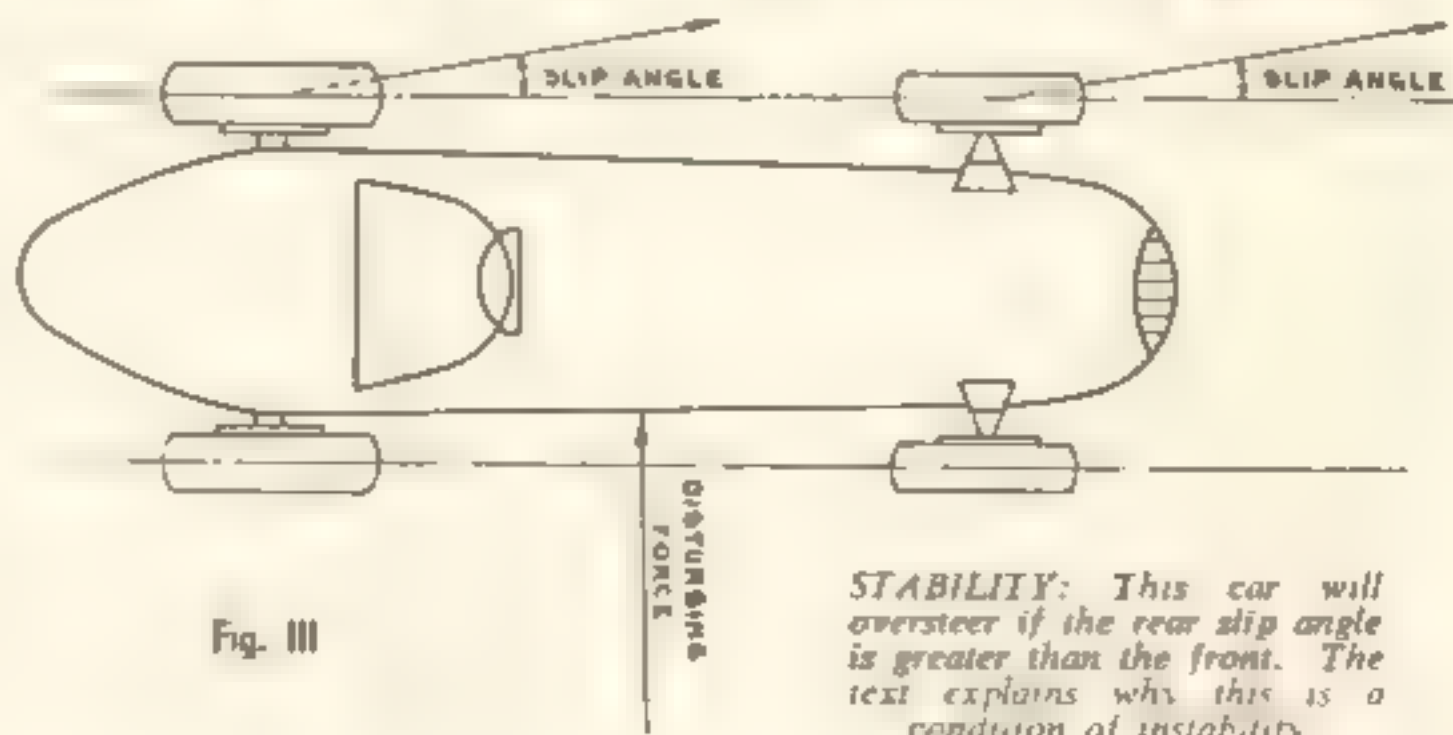
takes place, the thing being accomplished by the "squeegee" action of the rubber, as explained above.

The actual slip angle depends on a number of factors, including the size of the tyre, the weight it is carrying, and the pressure to which it is pumped. It is greatly affected by suspension characteristics, for not only does the amount of weight transfer in cornering affect the issue, but the angle that the wheel assumes, when the car rolls, also has a profound influence. One can therefore see, even at this early stage, that two cars of the



same weight may stress their tyres very differently. It is clear that the weight distribution, and the kind of suspension used at front and rear, do more to control the slip angles than anything else.

Let us now turn to Fig. III, which is a more interesting picture, because it shows an actual racing-car doing its stuff. As this car rushes along, a side force is applied to it. This force may be centrifugal produced by taking a curve in the road or it may equally well be caused by camber or wind. The point is that the origin of the lateral heave is unimportant, and that it may occur either in cornering or running straight ahead.



Consideration of Fig. III will show that if the rear slip angle is the greater, the car will veer to the right, and if the front slip angle exceeds the rear, it will ease off to the left. It might appear that the only difference in behaviour between these two cases is the direction in which the driver would have to turn his wheel to regain his original course. Nothing could be further from the case.

The vehicle with the bigger slip angle in front will turn away from the disturbing force. The force will then die down, and the whole tendency will be for a state of equilibrium to be reached. On the other hand, the machine with more slip angle behind will turn towards the disturbing force and increase it. This will enlarge the slip angle, and so a progressive state of instability will be engendered. A point will finally be reached where, unless the driver intervenes, the rear end will break away and the car will spin round.

If you are still with me we have now reached a position where it will help to label these two forms of behaviour. The car with the big slip angle behind is said to oversteer, and this very expressive term means just what it says. Suppose one enters a right hand bend with such a motor-car, the tail will run wide, and tighten the turn. It will be necessary to reduce the steering lock, and smartish too, to keep on the road, and so one flicks the wheel to the left in a right-hand corner. The understeering job, however, means more right lock put on as the centrifugal force of cornering increases the front slip angle, and so this word, too, is entirely self-explanatory. As the understeering car is

stable, whereas the oversteerer is not, the former naturally tries to run straight and the latter relies on the driver's skill at all times. (Of course, the tendency of the car to run straight or otherwise must not be confused with the purely static effect of caster return).

In discussing the desirability of under- or over-steering cars, it is necessary to state categorically that an excess of either characteristic is intolerable. A normal driver responds automatically, and without conscious thought, to slight corrections that may become necessary, but as nearly as possible, the machine should answer the helm accurately without any second thoughts being necessary. The front and rear slip angles ought, therefore, to remain almost identical under all conditions, with a very slight bias in favour of a larger angle at the front end just enough to confer stability, and no more, is the ideal.

It might be asked whether the actual degree of understeer required can be pinned down and quoted in figures, and whether any information of this kind is available. The answer is that enough work has now been done, and sufficient results published, for the desirable characteristics to be stated with fair accuracy. Perhaps I may be allowed to write on these matters at some future date.

I hope that this effort, and particularly the illustrations accompanying it have filled in some of the gaps that my earlier articles contained. Anyway, if I've left out anything important, no doubt my faithful correspondents will be kind enough to put me wise.

SECOND RADCAP RALLY

Twenty-five complete excellent long-distance events

THE North London Enthusiasts' Car Club has week-end repeated on a more ambitious scale, its Radcap Rally of last year with an entry of 34 cars from the organising and invited clubs—the Chertsey, Hinx & Berks, Maidenhead & Mid-Kent, NW London and West Essex Car Clubs. Good weather greeted the 30 starters as they left from the North Circular Road near Staples Corner on the evening of Saturday June 16 and prevailed up to and beyond the finish at Hythe at breakfast time on Sunday.

Into these 14 or 15 hours much had been packed. After scrutineering, the issuing of detailed Race Cards sent competitors off with five hours in which to reach a control close to Andoversford near Cheltenham, calling in which ever order they chose at *contrôles de passage* at points near Leighton Buzzard, Charbury, Berkhamsted, Amersham and Turville. A restart test on a loose gradient in the neighbourhood of Stroud was the next feature whereafter three further road sections, of 43, 61 and 55 miles respectively, had to be covered at an average speed of between 28 and 35 m.p.h., with penalties for variation in average speeds as between these sections. So to a couple of driving tests at Detling aerodrome and on to Hythe. In all the event entailed something over 350 miles of diverse motoring, the awards for the

road section being kept separate from these for the driving tests so as to avoid entirely favouring the specialists.

Of the entry the 1,000 c.c. Porsche driven by Charles Moss attracted particular interest with its large bonnet full of baggage and its small boot housing the wheels. Unluckily after a flawless run through the night, its engine perished on the 1st Detling and refused to be re-kindled, so restoring the luggage box to its more usual purpose. After doing the *communi-ski* of practically the entire entry, the Porsche was later towed sideways into Maidenhead by your reporters' Ford.

Surprisingly, not many penalties were incurred in the road section though the restart test claimed a few victims. In the Regularity test J. M. Ramsay (MG), G. R. Lindsay (Humber), A. G. B. Wood (N.K. 120), D. F. Bauman (Ford) complete with air purifier, J. C. Lamb (Eca Francis), J. S. Rix (MG) and C. N. Wilson (Morris) all retained clean sheets despite various hazards, not east of which was the decision to duty of a level-crossing operator between Shalford and Dorking, who had his busiest night within living memory.

At Detling, the first test was to reverse out of a bay 12 ins. longer and wider than the car, *en face* anti-clockwise, re-enter the bay, proceed through a second bay to circle that clockwise and finally

to stop within 10". A. C. Hobbs (Ford Prefect) made an impressive run but lost marks by touching the back of the bay. Best time was made by R. N. Richards (R.B.W. 1,172 c.c.) in 35 secs.

The second test comprised a wiggly wagger in reverse and a figure of eight through markers two feet wider than the car. Here the field divided itself sharply into the "Slow But Sure" and the "Fast And Furious" schools of thought, the latter dealing destruction amongst the marker dummies. R. N. Richards again made a perfectly judged and very fast run to record best in 24.8 secs. with Captain Overtons' Singer 9-engined (Chester) Special next in 32.8 secs.

B.I.

PROVISIONAL RESULTS

Road Section

Winner: J. S. Rix (W.E.C.C. 1,250 MG), closed, 1 mark lost.

Second: J. Clarke, W.E.C.C. (1,180 Singer 1100), closed, 1 mark lost.

First Class Awards: P. Jackson (Chester) (2,008 Triumph), closed, 2 marks lost; R. N. Richards (Chester) 1,172 R.B.W.) open, 3 marks lost; A. G. B. Wood (N.E.C.C. 1,442 Jaguar) open, 4 marks lost.

Driving Tests

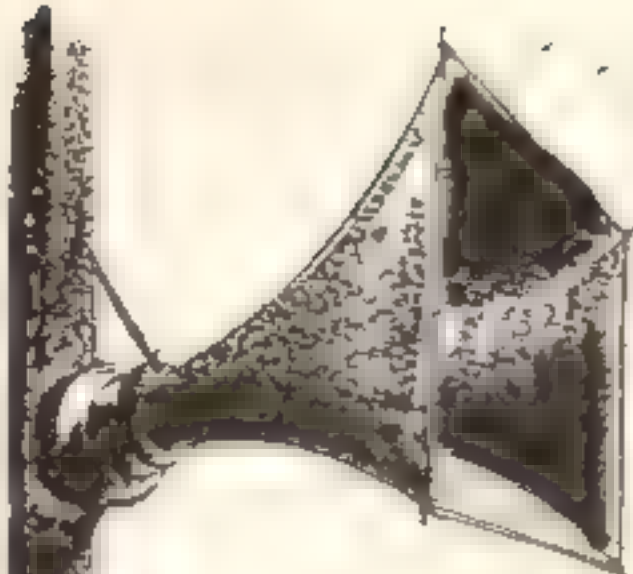
Up to 1,500 c.c. open: R. N. Richards
Up to 1,500 c.c. closed: E. G. Smith, NW 1 M.C. (1918 Morris).

1½-2½-litres open: D. S. Price (W.O. W.E.C.C. 1,172 (St Dellow)).

1½-2½-litres closed: P. Jackson.

Over 2½-litres open: A. G. B. Wood (W.O.).

Over 2½-litres closed: R. F. Johnson, N.E.C.C. (1,776 (S) Triumph).



CASTROL WINS

MANX CUP RACE

1st C. G. H. F. DUNHAM
(ALVIS) 66.16 m.p.h.

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R.A.C. RALLY

OVER 1500 c.c. OPEN CARS


1st IAN APPLEYARD
(JAGUAR)

UNDER 1500 c.c. CLOSED CARS

1st JACK READINGS
(M.G.)

Subject to official confirmation



CASTROL  THE MASTERPIECE IN OILS

CEMIAN'S JULY GYMKHANA

THE Ceman Motor Club extends an invitation to all members of recognised Motor Clubs to take part in their Sixth Annual Gymkhana, to be held at the College of Estate Management Sports Ground, at Hinchey Wood, off the Kingston By-Pass, on Sunday 22nd July, at 2 p.m. All events will take place on smooth turf. Entry forms from the Secretary of the Meeting, Mr R. L. Sadler 8 Beaumont Mews, Weymouth Street, W1. Phone WFLbeck 8091. Closing date, first post Tuesday, 17th July.

THE VETERAN CAR CLUB
NEWBURY RALLY AND CONCOURS

(17th June)

RESULTS

Rally, Class 1, Veterans: 1, A. Booth (1901 Pick); 2, Roy Clarkson (1902 Panther); 3, W. Darlow (1903 White Steamer).

Class 2, Edwardians: 1, C. C. Tafrell (1908 Rover); 2, D. Fitzpatrick (1906 Wolseley-Siddeley); 3, E. V. M. White-way (1909 Ford).

Concours d'Elegance, Veterans: 1, G. E. Solomon (1904 Swift). Edwardians: 1, W. F. Watson (1911 Rolls-Royce).

IRISH 500 c.c. RACE

THE 500 Motor Racing Club of Ireland are holding a mixed race meeting at Ards Airport, on the outskirts of Belfast, on Saturday, 4th August, the programme including a 500 c.c. car race.

The organizers are anxious to have a few cross-channel competitors in this race. Regulations will be available shortly from J. L. Stirling, General Secretary, 500 M.R.C.I., Mill Street, Ballymena, N.I.

THE BO'NESS HILL-CLIMB

ON Saturday, 30th June, at 2.45 p.m., the Scottish S.C.C.'s Bo'ness hill climb on the Kinneil estate begins. Second leg in the 1951 R.A.C. Hill-Climb Championship, the event includes classes for sports cars blown and unblown, racing classes from 500 c.c. upwards, and a vintage class.

SOUTH WEST B.A.R.C. HILL-CLIMB

NEXT Sunday, 24th June, the B.A.R.C., South Western Centre, are holding an invitation hill-climb near Ludgershall, off the main Tidworth to Marlborough Road, for Trials and Rally-type cars without superchargers, and for "specials".

The course is approximately one-third of a mile long, and invited are members of the B.A.R.C., West Hants and Dorset C.C., Southsea M.C., Gosport A.C. and the Isle of Wight C.C.

AIRFIELD RACING IN NORFOLK

Eastern Counties M.C. Stage Successful Meeting at Fersfield

ON 17th June, the Eastern Counties M.C. held its first invitation race meeting on Fersfield aerodrome, near Diss, and thus emphasized the rapid strides being made to put East Anglia on the motor sporting map. The two-mile course may be best described as a long, thin "V" with a real Melbourne-type corner on the bottom of the "V", and a sharp right-hand bend followed by a rapidly tightening sweep at the top end. Melbourne gave a lot of trouble and the right line to take was discussed freely and furiously.

Event 1. Five-lap Scratch race. (Up to 1,100 c.c.)

R. Butler's Ford-engined trials car led off the line but was overhauled in the first lap by D. Moore's very fast PB M.G. which then went on to win by four seconds, in spite of Butler's efforts. Rash's M.G. and Sage's Singer had a scrap for third place which was repeated in several other races, but a wags' remark in Rash being in front was not.

1, D. Moore (M.G.), 9 mins. 45 secs., 61.6 m.p.h.

2, R. Butler (Butler), 9 mins. 49½ secs.

Event 2. Five-lap Scratch race. (1,101-1,500 c.c.)

This was a process on so we will look at the cars. C. M. Sear's victorious chain gang Frazer-Nash was propelled highly effectively by a 12-hp twin-cam Lea-Francis engine. Sear's cornering throughout the meeting was very fast and very steady. Cocks Riley was a beautifully bodied 6-cv. motor car with six Arnolds. A gasket blew in practice and it seemed to be held in restraint in the races.

1, C. M. Sear (Frazer-Nash), 9 mins. 49½ secs., 61.2 m.p.h.

2, R. H. Wren (Morgan), 9 mins. 56½ secs.

Event 3. Five-lap Scratch race. (1,501-2,500 c.c.)

The end of lap one saw Rose's beautiful Ferrari-like Turner-Leaf well in the lead only to shortly drop out with misfiring. Roy Clarkson's Ferrari saloon spun round on the Sweep, and Burcham's saloon Healey went faster and was steadier than the open varieties. The Connaughts of Revitt and Pattenden came to the front and stayed there.

1, R. Revitt (Connaught), 8 mins. 11½ secs., 73.2 m.p.h.

2, R. E. Pattenden (Connaught), 8 mins. 12½ secs.

3, J. W. Burcham (Healey), 8 mins. 49½ secs.

Event 4. Five-lap Scratch race. (Over 2,501 c.c.)

With Sarginson's Jaguar XK 120 in the lead on the fourth lap the R.A.C. Seward asked for the race to be stopped because of public infiltration. Red flags were flown but nothing seemed to happen. Sarginson came in but the majority pressed on and were lectured for their colour blindness. But it must

be recorded that not all the flags flown were red.

The race was re-run later on but as it came directly after the 15-lap final of the big-car handicap, only four people (or their brakes?) felt like going out again.

They quickly strung out and came home thus:

1, S. J. Boshier (XK 120), 8 mins. 9½ secs., 73.2 m.p.h.

2, G. G. McDonald (Bentley 4½), 8 mins. 30 secs.

Event 5. Bentley Handicap. (Five laps.)

The sight of four vintage 4½s on the line was stirring to say the least, but the dispatch of Wilmshurst with 22 seconds start from scratch man McDonald was most odd knowing the way in which Wilmshurst goes motoring. Another procession, albeit a fine one.

1, H. J. Wilmshurst (Bentley 4½), 8 mins. 27½ secs., 70.8 m.p.h.

2, S. J. Laurence (Bentley 4½), 8 mins. 28½ secs.

Event 6. Handicap. Up to 1,500 c.c.

This was run in two heats and final of 10 laps.

In the first heat, Moore came up from scratch position to second place, but could not catch the winner, C. Jolly in a TC M.G.

The second heat was won at an easy gait by Sear's Leaf-engined Nash, who came up from scratch.

The final saw Moore as scratch man and wishing that Sear had gone a bit faster in his heat. Rayner's Ford Sports (Buckler based) went well in spite of peculiar front-end behaviour, and won by 40 seconds from the Sear Nash which was now going very fast indeed and lapping at 71 m.p.h.

Butler's Special was also going very well and its steadiness on the corners was surprising for such a short chassis and to outward appearances trials-type weight distribution. He came fourth, just beating Moore to the post.

1, R. R. Rayner (Ford Sports), 22 mins. 28½ secs., 60 m.p.h.

2, C. M. Sear (Frazer-Nash), 23 mins. 7½ secs.

3, C. Jolly (M.G.), 24 mins. 1½ secs.

Event 7. Handicap. Over 1,500 c.c.

The sight of vintage 4½ Bentleys hounding, yea, and overtaking on a bend, a V-12 Ferrari saloon is rarely seen. However, it happened at Fersfield in the heats and final of this event. In the 15-lap final, a brace of XK 120s could make no impression on Wilmshurst's 4½ Bentley which led from the sixth lap onwards.

The Turner-Leaf won the second heat in fine style but misfired again in the final and was retired. Sarginson drove fast and very steadily.

1, H. J. Wamhurst (Bentley 4½), 24 mins. 59½ secs.

2, J. H. Sarginson (Jaguar XK 120), 25 mins. 7½ secs.

3, S. J. Boshier (Jaguar XK 120), 25 mins. 11½ secs.

(More News from the Clubs on page 798)

CLASSIFIED ADVERTISEMENTS—continued

SPECIALS—continued

SPRINT/SPECIAL, Lanchester 10 engine, frame and back axle. Wilson pre-selector box. Twin carbs. A very fast car in competition trim. Nearest £250.—Seen Pavilion Garage, Hastings, Sussex.

TRIALS SPECIAL, Riley 9, mounted in Austin 7 chassis, engine built and balanced regardless of cost, twin carbs. 16 awards gained last season, taxed, £275.—Fitzwater, Burrowbridge 265.

VAUXHALL

30/98 OE 165 Vaux Tourer, original condition. £150.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Ravensbourne 6479 and 7487.

VINTAGE CARS

CHENARD-WALCKER 3-litre Le Mans Replica fitted large, very light, 4-door Weymann Saloon. Overhead camshaft, 4-cylinder 15.9 h.p. engine gives it a performance comparable to a Red Label Bentley. P.w.b., new battery, 2 new tyres, rest very good. Spares obtainable. Genuine guaranteed mileage under 43,000. One other owner only, carefully stored 20 years. Coachwork, red leather upholstery, engine and chassis almost like new. Price £195.—Scott-Moncrieff, Kirkton House, Forfar. Telephone: Forfar 176.

WOLSELEY

HORNET 2-seater, in very good condition throughout, 4-speed gearbox, twin spares, £125.—Richards and Brown, 2 Ringers Road, Bromley, Kent. Ravensbourne 6479 and 7487.

1931 WOLSELEY Hornet engine for five pounds, plus carriage.—Hewitt, Greengates, Bradford.

SPECIAL OFFERS

1939

SUNBEAM-TALBOT 10 TOURER

Good Condition
Special Price £495.

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OXFORD STREET MOTORS (Huddersfield) LTD.

The Light Car and Sports Car Specialists.
H.R.G. 1948 1,500 c.c. Special streamlined Ultra sports 2-seater (not aerodynamic). This car is the present record holder, 1,500 c.c. sports car class, at Bo'ness, and is fitted high-compression pistons, twin aero screens, very light, comfortable body, detachable wings, Scintilla mag., and is a very potent car, with superb handling qualities. Finished B.R. Green. Complete with detachable Perspex screen, spare pistons, spare gears, oil distributor, water pump, valves, etc. Cost well over £1,500, a gift at £775, o.n.o. Exchanges considered. Wanted, Lancs Aprilia, or Fiat 1,100.

ASTON MARTIN 2-litre saloon, black with red leather, very nice car indeed, 1938 model. £645.

FIAT 500 1938 2-seater Coupé, original paint (except wings), 2 owners only, mileage 21,000 (believed genuine), very clean interior, and original 55 m.p.g., guaranteed a sound, economical job, taxed June 30th. £285.

JAGUAR 1938 3½-litre Saloon, metallic blue, very smart, latest type radiator, boot handle, etc. (locks 1946), some play in steering, and new front carpets required, otherwise excellent condition. Cheap at £425.

Exchanges — Insurance — Hire Purchase
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Oxford Street, Huddersfield. Tel. 4645.

1949 JAVELIN, radio, heater, many extras, £1,195.

1948 BRADFORD, utility de luxe, £625.

1949 BRADFORD, utility, 5 seats, £350.

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Kingston 2341-2.

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ALL Spares in stock for most cars. C.O.D. a specialty.—Smith's Garage, Bourneville, 10, SUPERCHARGER (Shorrocks), suitable for TC, TD, or 1½-litre M.G. In perfect order, ready for fitting.—Can be seen at and all particulars given by Saint Roque's Automobile Co., Ltd., 64 Ward Road, Dundee.

M.G. N.A. head, inlet manifold, reconditioned camshaft. K. rocker box. F. and L. summs. Two seats and squash. 1 inlet and exhaust manifolds. Other items.—82 Dalmeny Avenue, Norbury, S.W. 16.

4.75 x 17 (4) and 5.00 x 17 (2) Blue Peter Retreads, new, unroad, 70s. each, £20 the lot. Pre-war Norel, wants rechroming, £2—72 Gilbanks Road, Wollaston, Stourbridge, Worcs.

SOLID drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stockists.—C. S. Harbour, Syon Hill Garage, Great Wym Road, Isleworth, Middx. Tel.: HOU 6613.

DELLOW MOTORS LTD.

offer Special Accessories for Ford 8/10-engined vehicles.

ACCESSORIES FOR "SPECIAL" BUILDERS. Double Valve Springs. Modified Valve Guides. Twin Carburettor sets. Carpets for Dellow Cars. Temperature Gauges. Supercharging Installations.

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Telephones: HILLSIDE 1191.

MISCELLANEOUS

ACLAND & TABOR LTD., Welwyn 481, offer the following guaranteed used cars:

1947 JAGUAR 3½-litre 100 model 1010 (ast), 2-seater, finished black, low mileage, condition as new. £958.

1936 RILEY 12 h.p. Falcon 4-door Saloon, finished metallic blue, sound mechanical order, good condition throughout. £346.

1937 ALVIS 4.3-litre sports 4-door Saloon, finished black with beige leather upholstery, one owner, stored several years, first-class condition throughout. £475.

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RACING BOOTS.

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Tel.: Museum 4861.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also on any other good quality sports car chassis. Inquiries to Alric House, Alric Avenue, New Malden. Phone: Malden 4403.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangora Road, S.W.11, Battersea 7127.

REVOLUTION INDICATORS, positive-driven type, 57s. 6d., delivery 2s. 6d. each. Revolution indicators, latest type, self-contained electrically driven, Mark IVB, with equally clear readings from 0-10,000, a new conception of accuracy and reliability, 110s., delivery 2s. 6d. each.—Teddington Engineering Co., Ltd., 29-31 High Street, Teddington, Middlesex. KIN 1193/4.

VIVIAN GRAY, The Motor Enthusiast's Book-seller.—600 books about automobiles, motorcycles, racing, including all Floyd Clymer's publications. Catalogue free.—Lyndhurst, Locusts Avenue, Haywards Heath, Sussex, England.

WANTED

WALTER SCOTT LTD.

will buy any type of

GOOD USED CAR.

39 College Crescent, Hampstead, N.W.3.

(Swiss Cottage Tube). PRImrose 1914.

ALLARD, any body.—Potter, Richards and Carr, 56A Prince's Gate Mews, S.W.7. Tel.: KEN 6955.

FORD V-8 30 h.p. 1919 or post-war d/b coupé. Condition immaterial. Preferably rough. Must be hydraulic brake model.—53 Teddington Grove, Birmingham, 22B. Bichfields 5294.

MAYFAIR GARAGES, LTD., particularly want all models Fiat cars for cash. Phone or write for buyer to call.—Mayfair Garages, Ltd., Fiat Sales & Service, Balderton Street, W.1. Mayfair 1104-5.

WANTED—Usher exhaust, Nippy inlet, blower, any existing bits for Sevens. Reasonable.—McMillen, Rosepark East, Dundonald, Co. Down.

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AUTOSPORT — NORTHERN OFFICE

Owing to certain administrative difficulties, coupled with the need for centralization, AUTOSPORT'S Northern Office has been discontinued until further notice. Mr. Russell Lowry, of course, still remains as Northern Editor, but to avoid duplication, Northern and North Midland club secretaries should now communicate direct with 32 Great Windmill Street, London, W.1. instead of to the Northern Office. It is the intention of the proprietors of AUTOSPORT to continue to give Northern readers the service which they have now come to expect, and which has been so ably directed from Liverpool by Mr. Lowry.

LANCIA CHALLENGE CUP

ON Sunday, 24th June, the Lancia M.C. are holding their third annual Inter One-Make Club Driving Tests down in Gloucestershire, at the Noel Arms Hotel, Chipping Campden. The programme includes eight Tests, devised respectively by the Frazer-Nash section of the V.S.C.C., Lagonda, Southern Jowett, A.C., Singer, Lancia, Aston Martin and Bentley Clubs.

DRIVING TESTS IN SUSSEX

WEST Sussex Drivers' M.C. members have a programme of Driving Tests to be held on Sunday, 24th June, beginning at 3 p.m. Entries, limited to 25, run in one of four classes for open or closed cars.

ANOTHER B.T.D.
FOR BUTTERWORTH

SPRINT specialist Archie Butterworth's four-wheel drive Steyr-engined A.J.B. was unassailable in the Gosport A.C.'s "closed" Speed Trial on 17th June, an event graced by fine weather and a good entry of sports and racing cars. S. G. Greene's Le Mans Replica Frazer-Nash, fresh from its Empire Trophy success in Moss's hands, was first to return a time of less than 20 secs., and Lady Mary Grosvenor in a similar car was only .07 sec. slower.

First to better 16 secs. was B. A. Chevell in his 4.3 Alvis, with a time of 15.85 secs., which was B.T.D. for a sports car. Guy Gale's Darracq was only one-third of a second slower, and Rob Walker's famous Delahaye, still bearing its Manx scars, did 18.47 secs.

Don Parker, now with the J.B.S., gained a victory over Tipper's Monaco in class nine, the latter having engine trouble on his second run. E. Roberts and H. W. Norton with their Coopers were both beaten by Richards in a J.B.S.

The ex-Wharton Special, with 14 M.G. engine, handled both by G. Coles and R. M. Smith was in good tune and wasted no time between start and finish banners.

With three non-starters in the racing class up to 2 litres, Lady Mary Grosvenor in an Alta was left with no opposition, and achieved the first under 15 seconds run.

The unlimited racing class also suffered from non-starters, but interest was not lost and there was much speculation on the possibilities of a new course record, as Archie Butterworth appeared on the line. Not content with a first run in 12.7 secs, he reduced this by a further .01 sec.

Goodhew's P.3 Alfa Romeo, always worth watching, returned 14.15 secs. on his first run and later reduced this to 13.99 secs.

PROVISIONAL RESULTS

Sports Car Classes

Up to 1,100 c.c. U/s: 1. K. Roffe (Fiat), 20.14 secs.; 2. Miss J. M. Bode (H.R.G.), 21.87 secs.; 3. A. C. Cossen (M.G.), 23.94 secs.
Up to 1,500 c.c. U/s: 1. P. Gammon (Gammon), 20.05 secs.; 2. A. M. Cook (M.G.), 20.18 secs.; 3. H. Gilling (H.R.G.), 20.65 secs.

Up to 2,500 c.c. U/s: 1. S. G. Greene (Frazer-Nash), 17.19 secs.; 2. Lady Mary Grosvenor (Frazer-Nash), 17.26 secs.; 3. Miss B. Haig (Healey), 18.93 secs.

Unlimited U/s: 1. B. A. Chevell (Alvis), 15.85 secs.; 2. G. Gale (Darracq), 16.18 secs.; 3. W. Freed (Jaguar), 17.45 secs.

Up to 1,100 c.c. S: 1. M. Potter-Moore (M.G.), 19.60 secs.

Up to 1,500 c.c. S: 1. F. C. Davis (M.G.), 17.42 secs.

Unlimited S: 1. R. R. C. Walker (Delahaye), 18.47 secs.

Racing Car Classes

Up to 500 c.c.: 1. Don Parker (J.B.S.), 15.27 secs.; 2. C. Tipper (Monaco), 15.89 secs.; 3. A. W. Richards (J.B.S.), 16.17 secs.

Up to 1,100 c.c.: 1. G. V. Coles (M.G.), 15.26 secs.; 2. R. M. Smith (M.G.), 15.33 secs.; 3. R. F. Hill (Sumner-J.A.P.), 17.34 secs.

Up to 2,000 c.c.: 1. Lady Mary Grosvenor (Alfa), 14.88 secs.

Unlimited: 1. A. J. Butterworth (A.J.B.), 12.69 secs.; 2. J. Goodhew (Alfa Romeo), 13.99 secs.

Saloon Cars

Under 14 h.p.: 1. J. Erskine (Triumph), 24.15 secs.; 2. E. Stewart (Riley), 24.31 secs.; 3. R. W. Ellison (Riley), 24.40 secs.

Over 14 h.p.: 1. J. A. Shuter (Invicta), 18.68 secs.; 2. G. G. Basser (Frazer-Nash-BMW), 20.82 secs.; 3. J. Erskine (Vauxhall), 22.39 secs.

Best Time of Day: A. J. Butterworth (A.J.B.), 12.69 secs.

Fastest Sports Car: B. A. Chevell (Alvis), 15.85 secs.

Fastest Saloon Car: J. A. Shuter (Invicta), 18.68 secs.

Fastest Lady Driver: Lady Mary Grosvenor (Alfa), 14.88 secs.

COMING ATTRACTIONS

June 23rd. *Midland Auto Club Shelsley Walsh Hill-Climb.* Start 1.30 p.m.

Half-Litre Club Brands Hatch 500 c.c. Race Meeting. Start 2.00 p.m.
V.S.C.C. Race Meeting, Silverstone.
Newry and Dist. M.C. Closed Invitation Speed Event.

V.C.C. of G.B. "Kent Messenger" Run.

M.G.C.C. (S.W.) Rally, Weston-super-Mare.

Grimsby M.C. Veteran Rally, Grimsby.

Chester M.C. Speed Trial, Summers Drive, Queensferry.

West of England M.C. Trial, Tiverton.

Furness D.M.C. Night Trial. Start Rampside, near Barrow, 11 p.m.

Hagley and Dist. 12-Hour Trial, Wales. Start Cross Keys Garage, West Hagley, 10.45 p.m.

June 23rd/24th. *Le Mans 24 Hours Race (Sports Cars).* Sarthe Circuit, France.

Leicestershire C.C. Bat-Bo Trophy Night Trial. Start 10.45 p.m., Batchelor Bowles Garage, Leicester.
Maidstone and Mid-Kent M.C. Margate 500 Miles Rally and Concours.

June 24th. *Circuit of Draguignan (F.3 and T.), France.*

Bugatti O.C. Members' Prescott Hill-Climb.

Naples G.P. (F.2), Posillipo Circuit, Italy.

Hawick and Border C.C. Hill-Climb, Hawick.

Lancia M.C. Driving Tests, Chipping Campden.

Rochdale and Dist. M.C. Night Trial.

Coventry and Warwick M.C. Trial, Coventry.

CYRIL CORBISHLEY WINS THE WILSON TROPHY

THE Annual Wilson Trophy Trial, run by the B.A.R.C. Yorkshire Centre, took place on 17th June and attracted 35 entries. Dry weather had affected the battle area in N.E. Yorks but plenty of mud and gradients prevented any clean sheets. The first hill, Shooting Gallery, was tricky, a tight turn and a steep pull away defeating most of the entry. Murkside proved galling to many, as a small step at the very end of a long, steep sunken road proved their undoing. Dry weather took the sting out of Horrible Hollow, but did not affect Randy Meke which relied on gradient, those who failed to obtain full b.h.p. running out of power.

Bigga Hilla Green proved again that it never dries and the worst part of its mud failed the entire entry. Hell-sitherin I lived up to its reputation by stopping all but one, but most finished on a happy note by climbing the last two sections.

RESULTS

Best Performance: C. Corbishley (C.C.S.).

Runner Up: T. C. Harrison (Harford 2).

Opposite Class: George Wood (C.W.8).

Novices' Class: J. Rayner (B.N. Spl.).

1st Class Awards: K. R. Bailey (Bailey); G. P. Mosby (Ford); A. M. Beardshaw (Wharton); M. Wilde (Ford).

Team Award: "The Westriders", Mosby, Harrison, Wilde.

SCARBOROUGH RALLY RESULTS

Best Performance: 1. K. Bancroft (Ford); 2. T. B. Hayne (Riley); 3. R. M. Bateman (Ford).

Best Novice: H. R. Payne (Dellow).

Best Lady Competitor: Mrs. B. Ainsworth (Triumph).

Team Award: A. W. Lilley (Ford), A. J. Lilley (Ford), K. Bancroft (Ford).

Class Winners

Class 1, R. Walshaw (Hillman Minx). **Class 2,** T. A. Smith (Rover 75). **Class 3,** H. C. Mason (M.G.). **Class 4,** R. C. Wingfield (H.R.G.). **Class 5,** R. D. Burrows (Dellow). **Class 6,** W. Grantham (Jaguar XK 120).

CLUB FIXTURES

Tunbridge Wells M.C.—Social Run, 22nd June. Start High Rocks Hotel, 7 p.m.

Bentley D.C. (Mid-West).—Noggin and Natter, 23rd June, Weston Manor Hotel, Oxon.

24th June, Noel Arms Hotel, Chipping Campden, Glos.

Alvis O.C. (Northern Section).—Inaugural Meeting, 24th June, Stirk House Hotel, Gisburn, Yorks. From 11.30 a.m.

West Sussex D.M.C.—Driving Tests, 24th June. Start 3 p.m.

Allard Owners' Club.—Noggin and Natter, 27th June, Anchor Hotel, Shepperton, 7.30 p.m.

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